

# A61 South of Chesterfield

Consultation Report

DRAFT (Issue 2)

60634684

November 2022



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## Quality information

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## Table of Contents

1	Introduction.....	1
2	Consultation Materials and Awareness Raising.....	3
2.1	Overview .....	3
2.2	Physical Events.....	3
2.3	Online Survey .....	3
2.4	Awareness Raising.....	3
2.5	Accessibility .....	5
2.6	Numbers Engaged .....	6
3	Consultation Responses.....	8
3.1	Overview .....	8
3.2	Respondents.....	8
3.3	Perception of Recent Investment .....	17
3.4	Current Issues .....	24
3.5	Potential for Modal Shift .....	28
3.6	Future Improvements .....	35
4	Summary and Conclusions.....	45

# 1 Introduction

- 1.1.1 AECOM was commissioned by Derbyshire County Council (DCC) to undertake a non-statutory consultation of potential options to improve the operation of the A61 South of Chesterfield. The consultation was undertaken between 25 July 2022 and 16 October 2022.

- 1.1.2 The DCC consultation website articulated the purpose of the survey as follows:

*We're currently revising our Local Transport Plan, the document which sets priorities for investment in roads and transport across the county.*

*One of the roads we're looking at is the A61 between Chesterfield and Clay Cross, which is likely to see a number of new housing and commercial developments in the years ahead. This could make the road busier.*

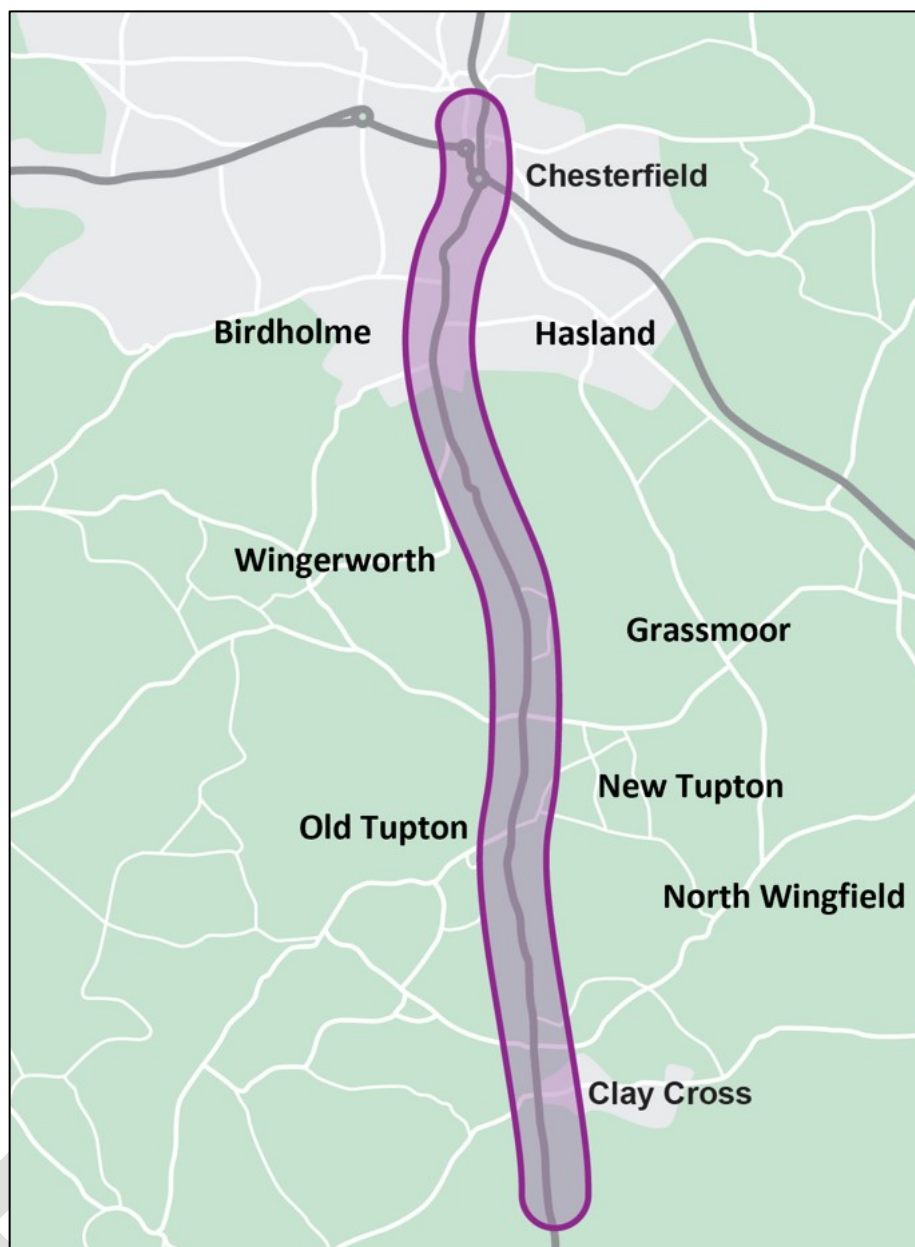
*We're now looking at how we can manage congestion and reduce emissions on the road and provide people who live along it with alternative ways to travel.*

*We want to build the views of people who use the A61 South and live near it into that work. So, we have asked our partner AECOM to carry out this survey, which asks you how you use the road and what you think about some potential options to improve it.*

- 1.1.3 Figure 1.1 shows the study area for the consultation. It extends from the Hornsbridge / Lordsmill roundabouts in Chesterfield to the immediate south of Clay Cross.

- 1.1.4 This report summarises the views obtained.

**Figure 1.1: Length of A61 considered in the Consultation**



## 2 Consultation Materials and Awareness Raising

### 2.1 Overview

- 2.1.1 This section describes the consultation materials and the way in which local residents and businesses were informed of the consultation.

### 2.2 Physical Events

- 2.2.1 Given the consultation was not consulting on a specific scheme, it was not considered appropriate to host physical events for the consultation. It is acknowledged that, if a specific scheme was progressed, then more detailed engagement would be required, including physical events (should they be permitted under national guidelines).

### 2.3 Online Survey

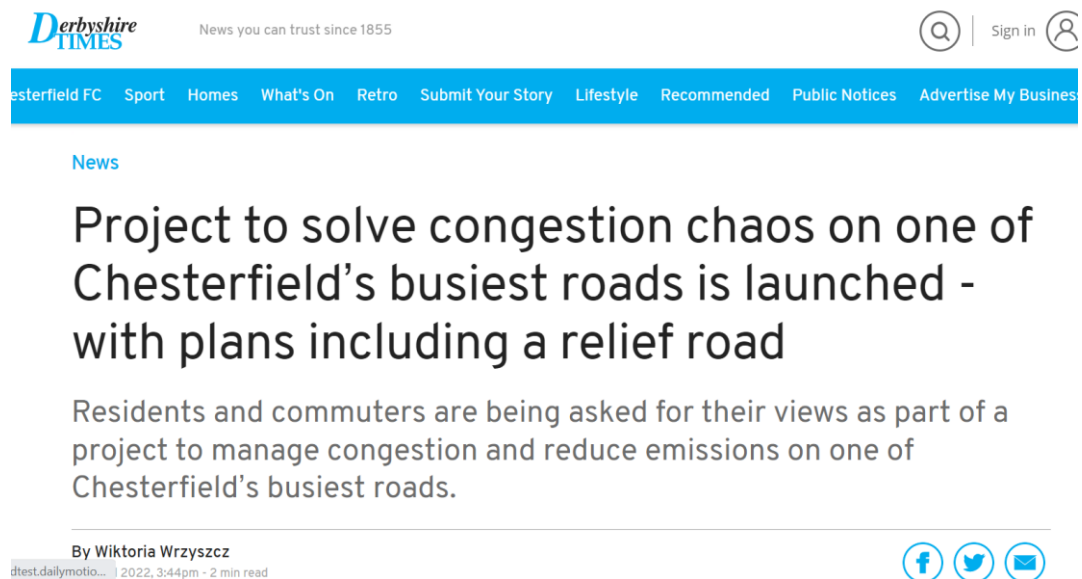
- 2.3.1 An online survey was developed to host the information and questions, and make this available to the public. The online survey is included as Appendix A, though it should be noted that Question C2 was used to filter the remaining survey questions such that, for instance, cyclists were asked different questions to car drivers etc. This can be seen in the survey with reference to questions that are aimed at specific travel modes.
- 2.3.2 The Derbyshire consultation webpage (<https://www.derbyshire.gov.uk/a61consultation>) also held copies of the following reports which informed the scope of questions asked:
- A61 South Strategic Review – summary of recent analysis and interventions delivered along the A61 in recent years;
  - A61 Initial Modelling Technical Note – assessment of several indicative options for traffic relief along the A61 South, using the North Derbyshire Highway Assignment Model (NDHAM).

### 2.4 Awareness Raising

- 2.4.1 Given the status of the consultation, there was no letter drop / poster display conducted at properties / locations along the A61. Instead, all awareness raising of the consultation undertaken via traditional and social media.
- 2.4.2 **Traditional Media:** A press release was prepared to support the consultation, with coverage being obtained in both the Derbyshire Times and Derby Telegraph.



Figure 2.1: Example of Article from Traditional Media (website article, also appeared in print)



- 2.4.3 Consultation responses also indicated coverage in smaller community magazines (e.g. Wings, covering Wingerworth, Tupton, Ashover and Clay Cross).
- 2.4.4 **Social Media:** The consultation was also promoted by DCC on social media, through the Derbyshire Times and the Derby Telegraph. Examples of posts are provided in Figure 2.2 and 2.3.

Figure 2.2: Example of Article from Social Media (Facebook Post)



Figure 2.2: Example of Website Article [chesterfield.co.uk](https://chesterfield.co.uk)



## 2.5 Accessibility

- 2.5.1 The main concern with an online-only approach is one of exclusion, particularly of older age groups. Within the publication Internet Users<sup>1</sup>, the Office of National Statistics (ONS) reported in 2019 that:

*“Since the survey began in 2011, adults aged 75 years and over have consistently been the lowest users of the internet. In 2011, of all adults aged 75 years and over, 20% were recent internet users, rising to 47% in 2019. However, recent internet use in the 65 to 74 years age group increased from 52% in 2011 to 83% in 2019, closing the gap on younger age groups. Since 2011, the percentage of adults aged 65 years and over who had never used the internet has declined by 29 percentage points to 29%. This compares with a decline of 6 percentage points in adults aged 16 to 64 years to 2%.”*

- 2.5.2 The most recent release of Internet Users<sup>2</sup> by the ONS reported that “while there has been little change in internet use for adults aged 16 to 44 years in recent years, the proportion of those aged 75 years and over who are recent internet users nearly doubled since 2013, from 29%, to 54% in 2020.”

- 2.5.3 To ensure maximum participation, the consultation included an option for those without access to the internet to collect printed copies of the consultation materials from:

- Chesterfield Library; and
- Clay Cross Library.

- 2.5.4 A freepost envelope was also provided within each hard-copy pack in order to return a hard copy feedback form.

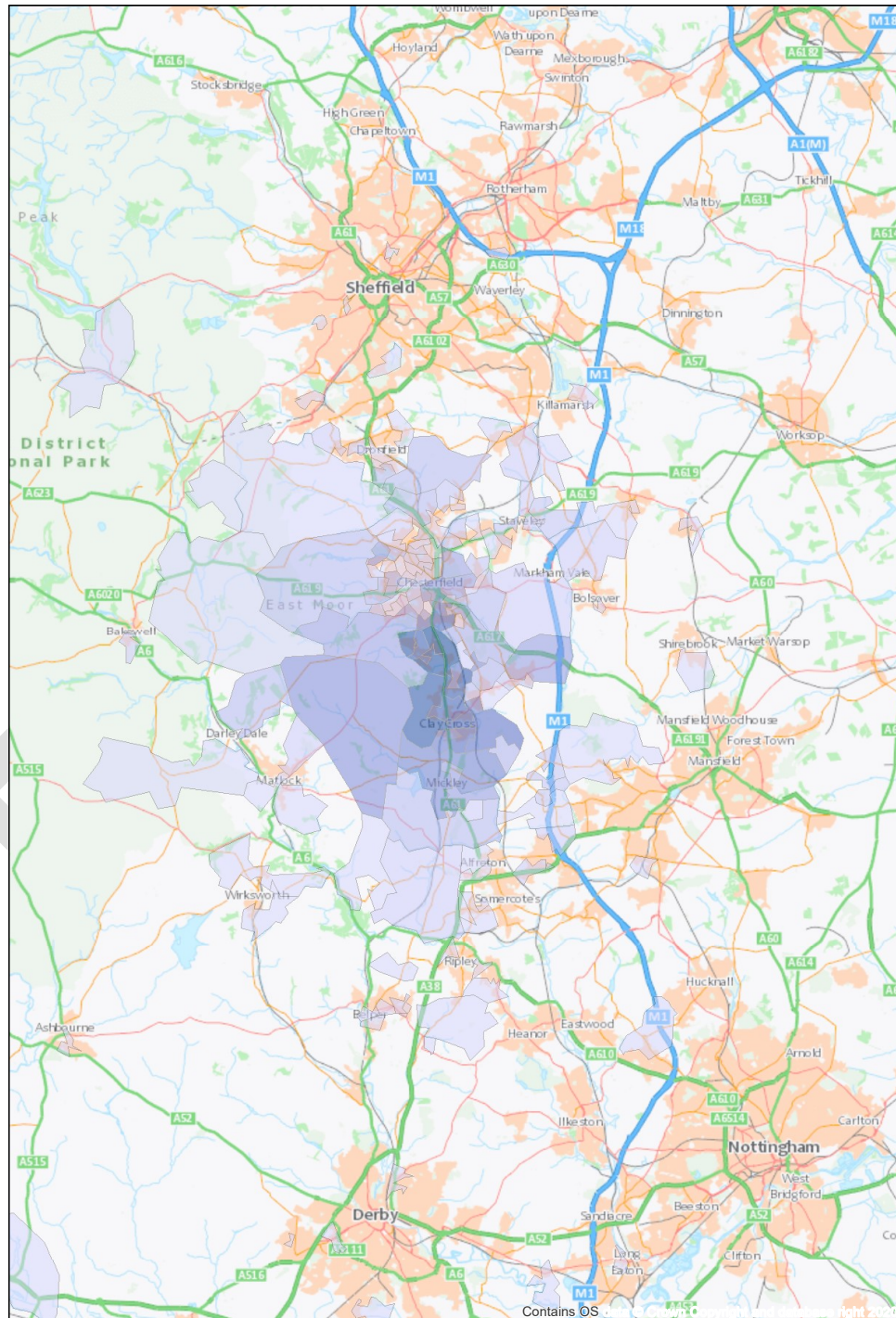
<sup>1</sup> <https://www.ons.gov.uk/businessindustryandtrade/itandinternetindustry/bulletins/internetusers/2019>

<sup>2</sup> <https://www.ons.gov.uk/businessindustryandtrade/itandinternetindustry/bulletins/internetusers/2020>

## 2.6 Numbers Engaged

- 2.6.1 The survey received 1,041 responses, of which 16 were hard-copy responses returned using the freepost service. In addition, three email responses were received by DCC and forwarded to the consultation team.
- 2.6.2 Figure 2.3 shows the location of respondents, reported at Lower Super Output Area (LSOA) level. The areas with darker colours contain more respondents than those with lighter colours.

**Figure 2.3: Location of respondents (LSOA)**



2.6.3 Table 2.1 compares the numbers engaged with other recent consultations conducted by AECOM on behalf of DCC. (Noting that comparisons are subjective given that interest in schemes typically drives response numbers and the way in which these consultations were advertised varied).

**Table 2.1. Comparison of Consultation Responses**

Consultation	Responses	Awareness Raising
Ashbourne Bypass Consultation	885	Traditional & Social Media Letter Drop Posters
Chesterfield Station Masterplan	111	Traditional & Social Media
Chesterfield Staveley Regeneration Route	377	Traditional & Social Media Letter Drop Posters
A61 South of Chesterfield	1,041	Traditional & Social Media

## 3 Consultation Responses

### 3.1 Overview

3.1.1 The purpose of this section is to report the responses received as part of the consultation. It summarises the number of responses received, the number of printed copies received, and summarises data for the main consultation questions.

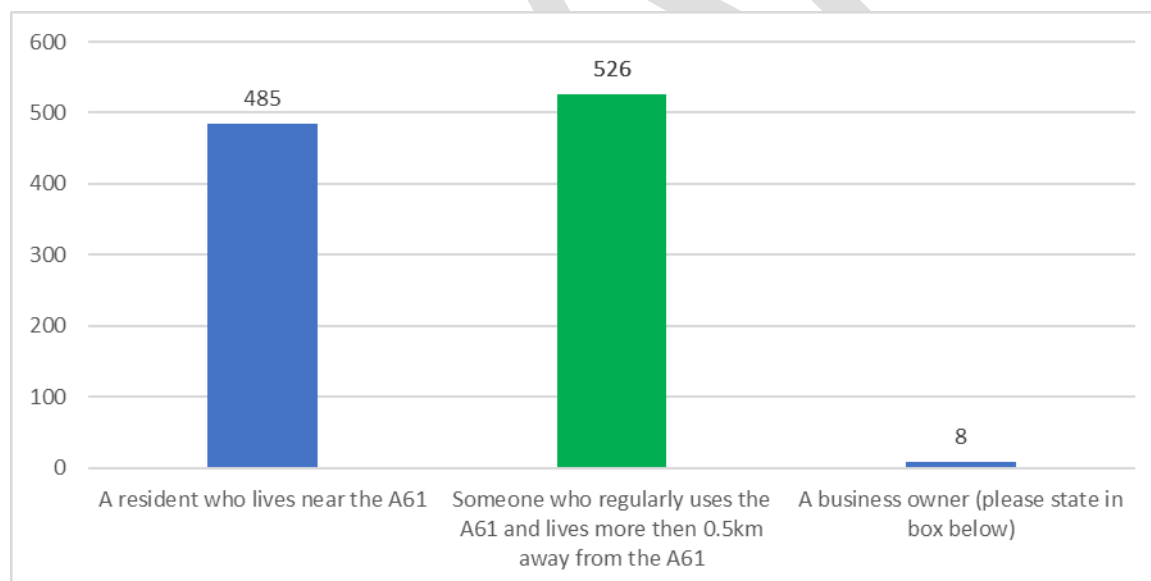
### 3.2 Respondents

3.2.1 Table 3.2 shows the self-reported origin of responses to the consultation in relation to their proximity to the A61:

**Table 3.2. Self-reported origin of responses to the consultation from all sources**

Origin	Number	%
A resident who lives near the A61	485	47.6%
Someone who regularly uses the A61 and lives more than 0.5km away from the A61	526	51.6%
A business owner	8	0.8%
Total	1,019	

**Figure 3.1. Self-reported origin of responses to the consultation from all sources**





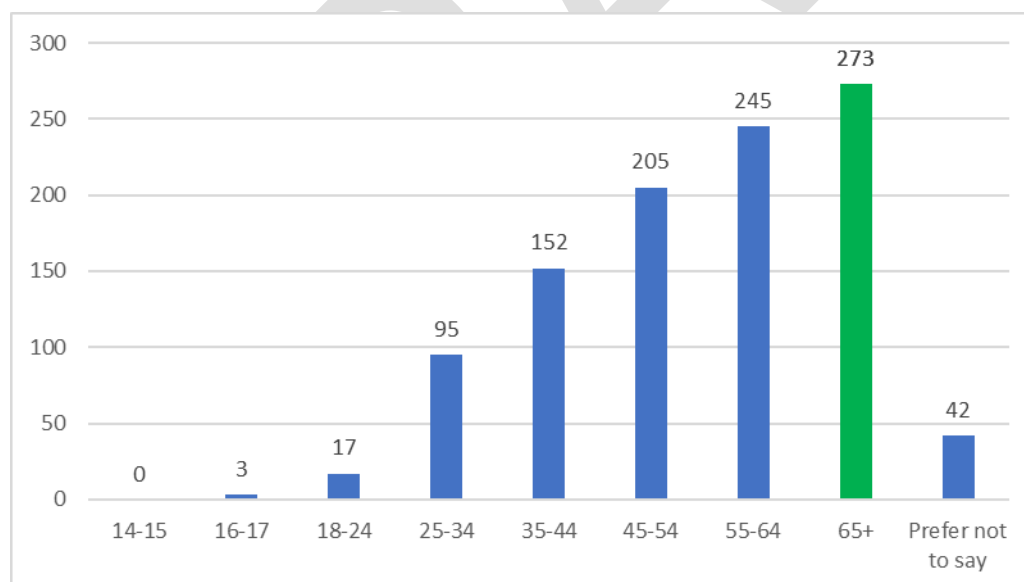
3.2.2 Table 3.2 shows the self-reported age of respondents (with three additional responses being aged 16-17). Also shown for comparison is the mid-2020 data (the latest available) from the Office for National Statistics<sup>3</sup> (ONS) for Chesterfield Borough and North East Derbyshire District.

3.2.3 This table shows an under-representation of responses in ages under 34, and an over-representation in ages 45 to 64.

**Table 3.2. Self-reported ages of responses to the consultation**

Age Band	Survey Respondents	Proportion %	Chesterfield Borough ONS %	North East Derbyshire District ONS %
18-24	17	1.7%	8.7%	7.8%
25-34	95	9.2%	15.5%	13.7%
35-44	152	14.7%	14.4%	13.1%
45-54	205	19.9%	17.7%	17.3%
55-64	245	23.7%	17.1%	17.8%
65+	273	26.5%	26.5%	30.4%
Prefer not to say	42	4.1%	n/a	n/a
Total	1,032			

**Figure 3.2. Self-reported ages of responses to the consultation**



<sup>3</sup>

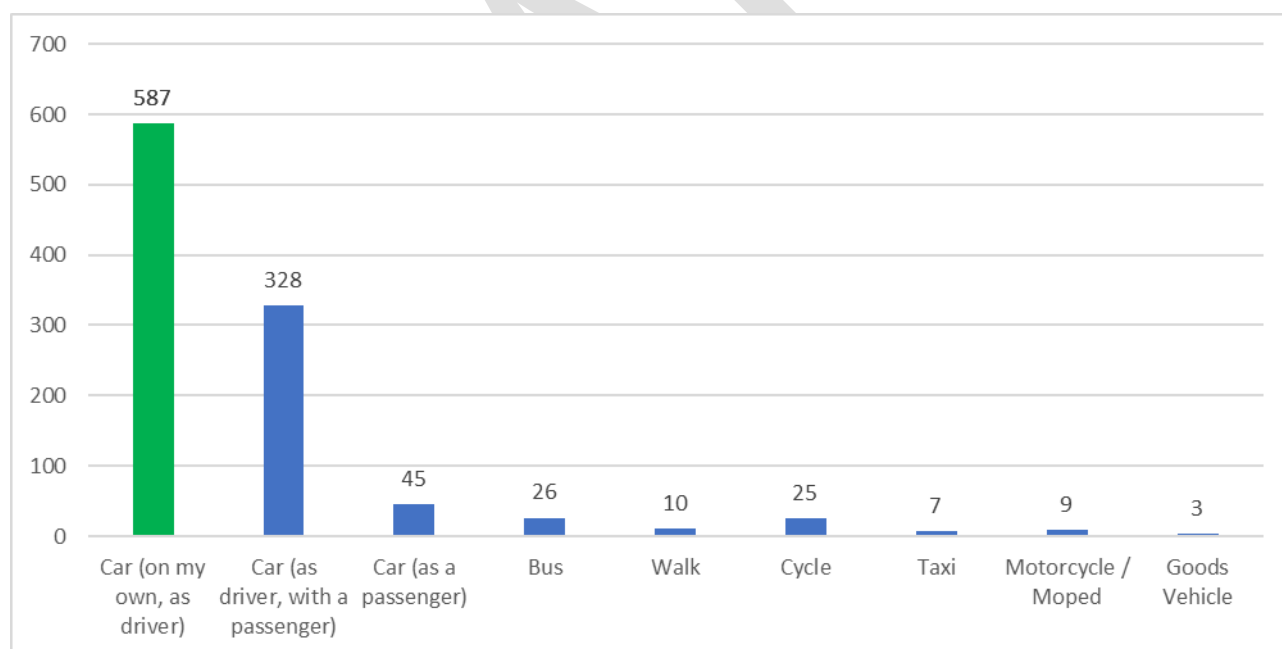
<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesandnorthernireland>

3.2.4 Table 3.3 shows the self-reported 'normal' mode of travel along the A61. Respondents could only select one answer to this question.

**Table 3.3. Self-reported 'normal' mode of travel along the A61**

Normal mode of travel	Responses	%
Car (on my own, as driver)	587	56.4%
Car (as driver, with a passenger)	328	31.5%
Car (as a passenger)	45	4.3%
Bus	26	2.5%
Walk	10	1.0%
Cycle	25	2.4%
Taxi	7	0.7%
Motorcycle/Moped	9	0.9%
Goods Vehicle	3	0.3%
Total	1,040	

**Figure 3.3. Self-reported 'normal' mode of travel along the A61**



- 3.2.5 For comparison, traffic counts were undertaken in July 2022 at five locations along the A61 between Chesterfield and Clay Cross. The combined mode share<sup>4</sup> by user from these five locations is shown in Table 3.4, alongside the equivalent respondent mode share from Table 3.3.

**Table 3.4. Comparison of traffic count and public consultation modal splits**

Mode	Northbound	Southbound	Survey Respondents
Bicycle	0.2%	0.1%	2.4%
Motorcycle	0.9%	1.0%	0.9%
Car	74.7%	75.5%	92.3%
Goods Vehicle	12.7%	13.5%	0.3%
Pedestrian	1.1%	1.0%	1.0%
Bus	10.4%	8.8%	2.5%

- 3.2.6 Table 3.4 shows that car drivers and passengers appear to be overrepresented in the travel study, with 92% of respondents in cars in the survey comparing to a two-way average of 75% user share from the traffic count. Bus passengers and goods vehicle drivers are substantially underrepresented, with only 3 people (0.3%) in the latter category completing the survey, compared to a 13% user share two-way average found in the traffic counts. This is likely due to goods vehicle drivers being longer distance trips who may not have seen the consultation being advertised.
- 3.2.7 Table 3.5 shows the ways that respondents have travelled along the A61 in the past year. Multiple responses were permitted for this question and shows a much greater proportion of pedestrian and bus trips.

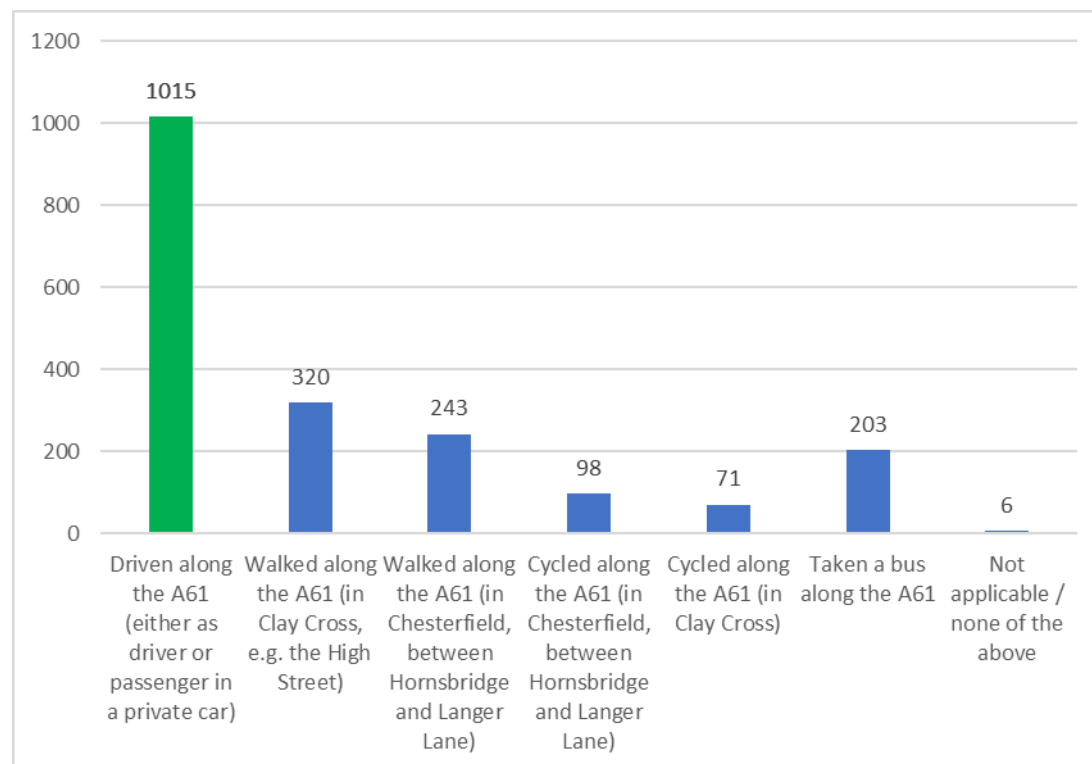
**Table 3.5. Recent (in the past year) modes of travel along the A61**

Normal mode of travel	Responses
Driven along the A61 (either as driver or passenger in a private car)	1,015
Walked along the A61 (in Clay Cross, e.g., the High Street)	320
Walked along the A61 (in Chesterfield, between Hornsbridge and Langer Lane)	243
Cycled along the A61 (in Chesterfield, between Hornsbridge and Langer Lane)	71
Taken a bus along the A61	203
Not applicable / none of the above	6

<sup>4</sup> Bus occupancy was included in the survey by observation (0%,25%, 50%,75%,100%), and cars were assumed to carry 1.5 persons as per National Travel Survey Table NTS0905.



**Figure 3.5. Recent (in the past year) modes of travel along the A61**

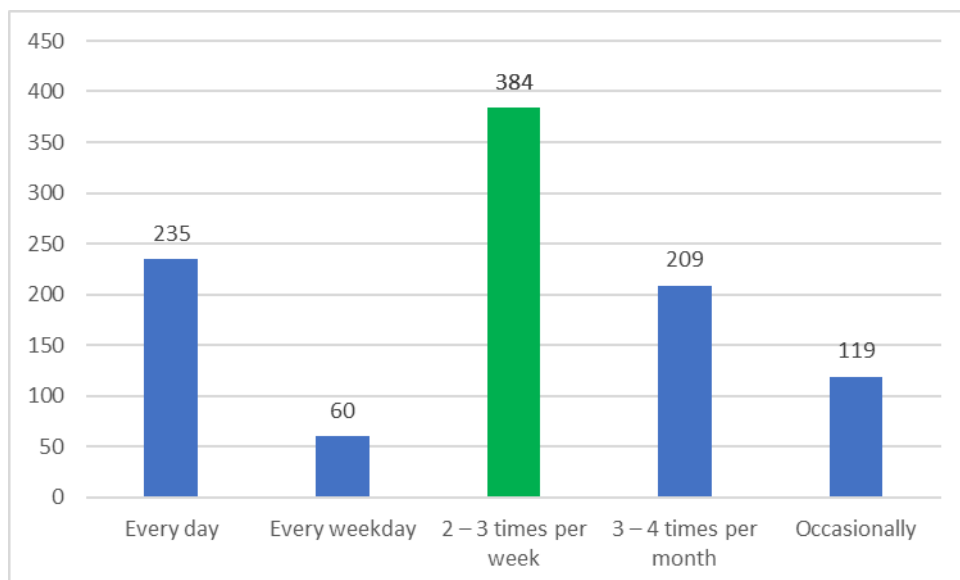


3.2.8 Tables 3.5-3.8 show how regularly respondents use various modes along the A61.

**Table 3.6. How often respondents use cars on the A61**

Time period	Responses	%
Every day	235	23.3%
Every weekday	60	6.0%
2-3 times per week	384	38.1%
3-4 times per week	209	20.8%
Occasionally	119	11.8%
Total	1,007	

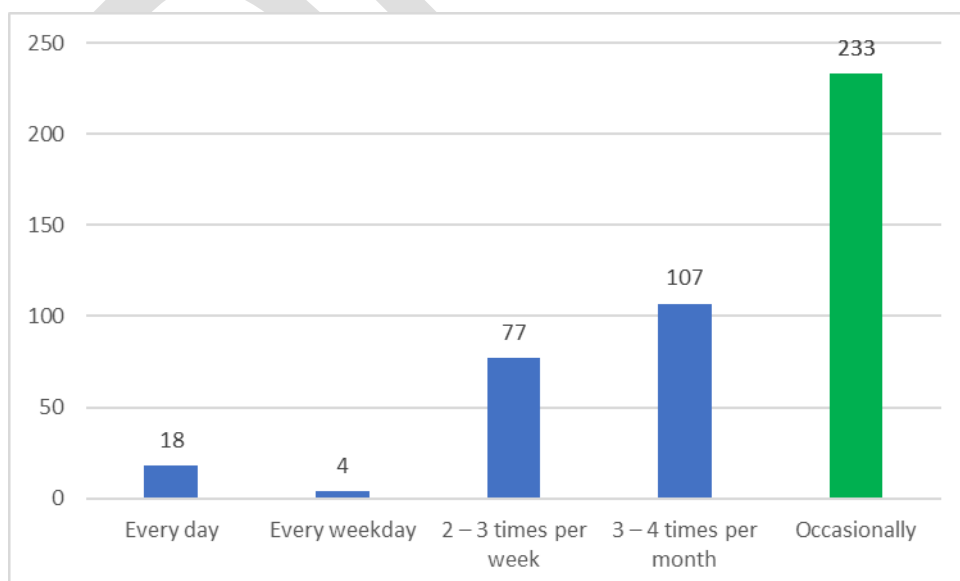
**Figure 3.6. How often respondents use cars on the A61**



**Table 3.7. How often respondents walk along the A61**

Time period	Responses	%
Every day	18	4.1%
Every weekday	4	0.9%
2-3 times per week	77	17.5%
3-4 times per week	107	24.4%
Occasionally	233	53.1%
Total	439	

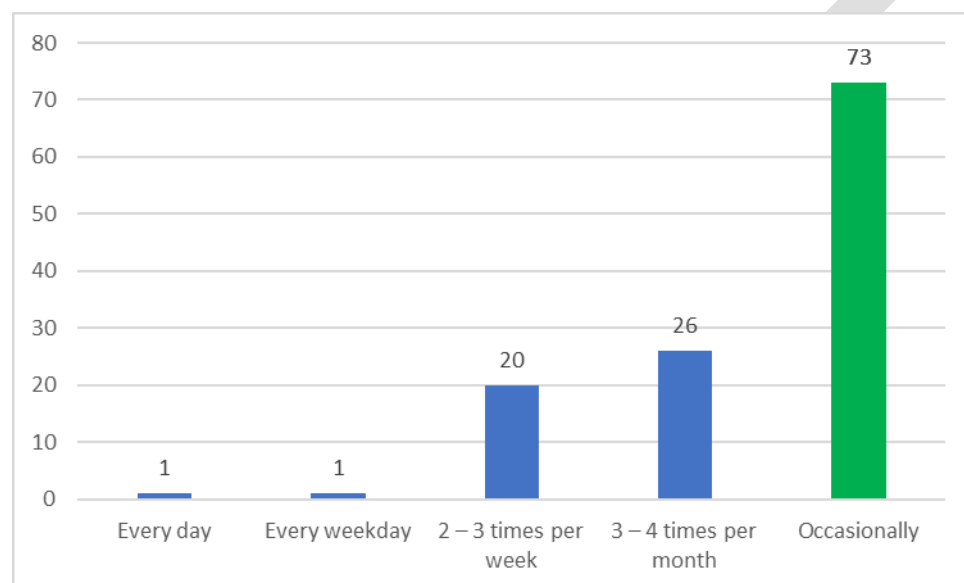
**Figure 3.7. How often respondents walk along the A61**



**Table 3.8. How often respondents cycle along the A61**

Time period	Responses	%
Every day	1	0.8%
Every weekday	1	0.8%
2-3 times per week	20	16.5%
3-4 times per week	26	21.5%
Occasionally	73	60.3%
Total	121	

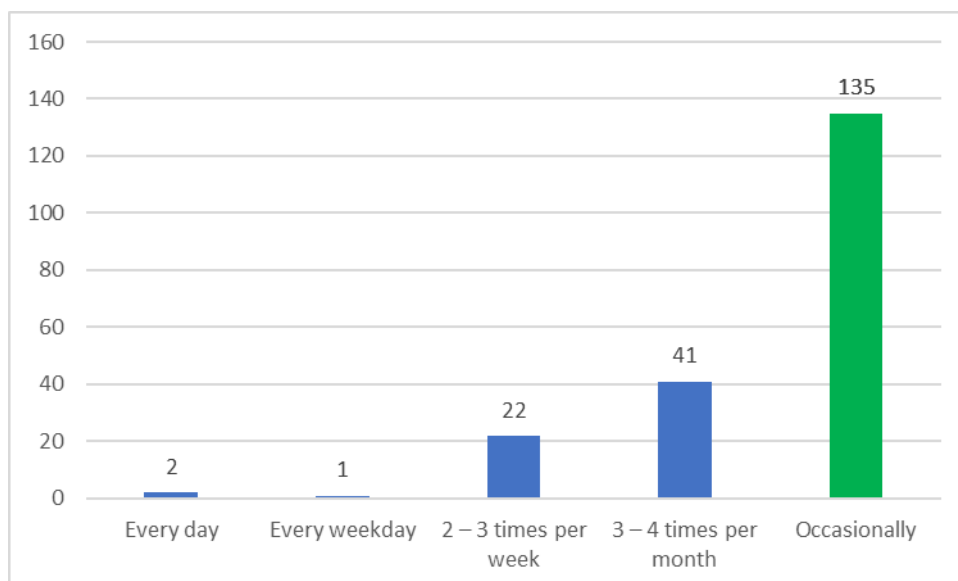
**Figure 3.8. How often respondents cycle along the A61**



**Table 3.9. How often respondents take a bus along the A61**

Time period	Responses	%
Every day	2	1.0%
Every weekday	1	0.5%
2-3 times per week	22	11.0%
3-4 times per week	41	20.4%
Occasionally	135	67.2%
Total	201	

**Table 3.9. How often respondents take a bus along the A61**

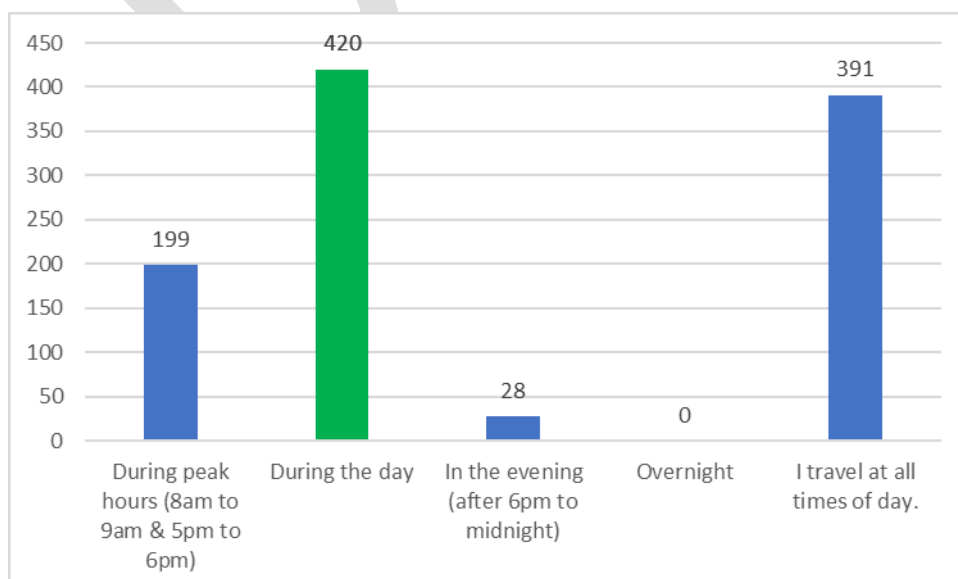


3.2.9 Table 3.10 illustrates the self-reported times of day that respondents normally travel.

**Table 3.10. Time period in which respondents normally travel**

Time period	Responses	%
During peak hours (8am to 9am & 5pm to 6pm)	199	19.2%
During the day	420	40.5%
In the evening (after 6pm to midnight)	28	2.7%
Overnight	0	0.0%
I travel at all times of day	391	37.7%
Total	1,038	

**Figure 3.10. Time period in which respondents normally travel**

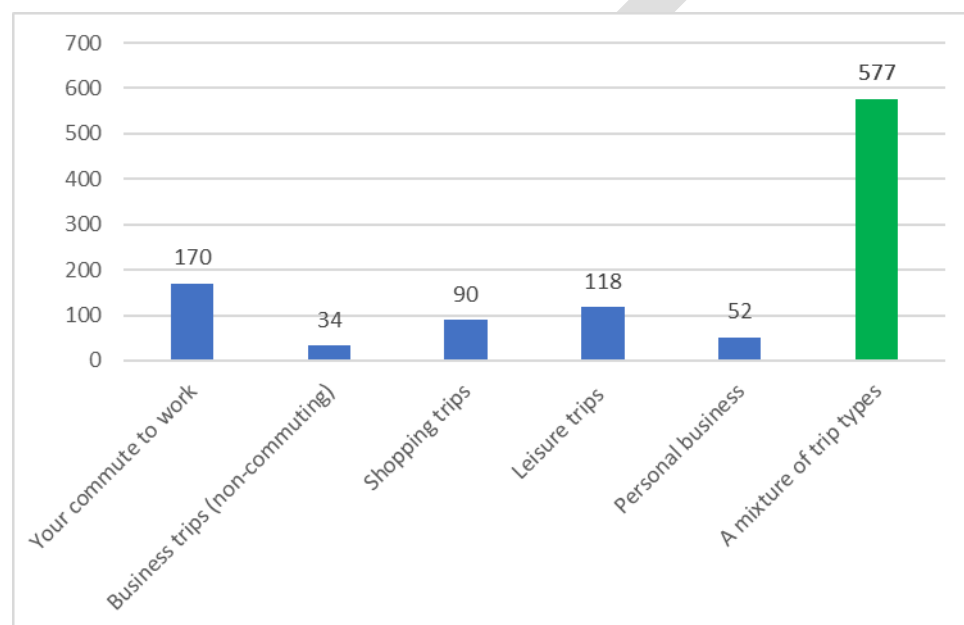


3.2.10 Table 3.11 illustrates the purpose of respondents' trips along the A61.

**Table 3.11. Purpose of respondents' trips**

Purpose	Responses	%
Commute to work	170	16.3%
Business trips (non-commuting)	34	3.3%
Shopping trips	90	8.7%
Leisure trips	118	11.3%
Personal business	52	5.0%
A mixture of trip types	577	55.4%
Total	1,041	

**Figure 3.11. Purpose of respondents' trips**



## 3.3 Perception of Recent Investment

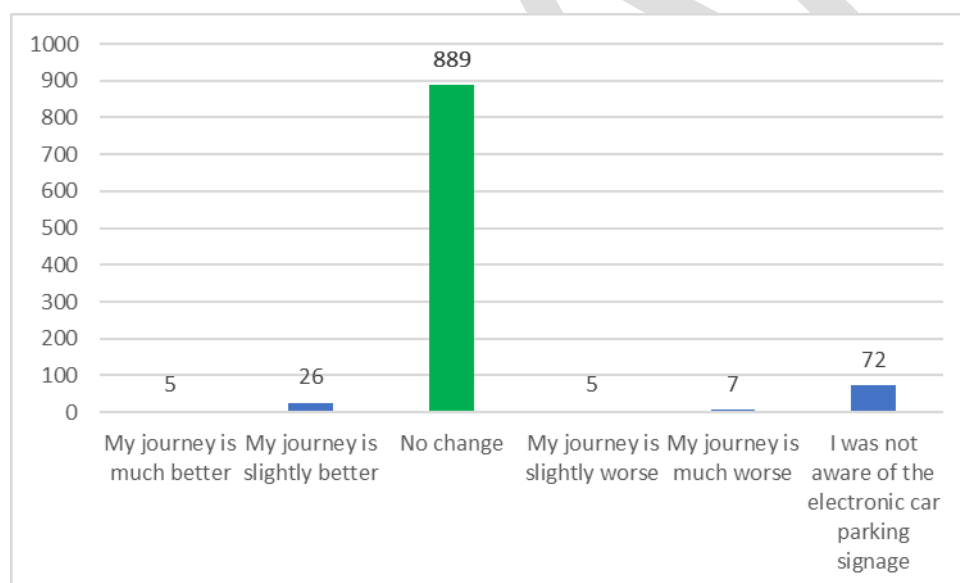
3.3.1 A number of measures have recently been put in place along the A61 and in the wider corridor to enhance the journeys of drivers, bus passengers, pedestrians and cyclists. Respondents were asked about their awareness and perception of these measures.

3.3.2 Table 3.12 shows drivers' perception of electronic signage which display the location and number of parking spaces available in Chesterfield town centre. These have been installed on the A61 and other key routes in and around the town.

**Table 3.12. Impact of electronic parking signage on drivers' journeys**

Outcome	Responses	%
My journey is much better	5	0.5%
My journey is slightly better	26	2.6%
No change	889	88.6%
My journey is slightly worse	5	0.5%
My journey is much worse	7	0.7%
I was not aware of the electronic car parking signage	72	7.2%
Total	1,004	

**Table 3.12. Impact of electronic parking signage on drivers' journeys**



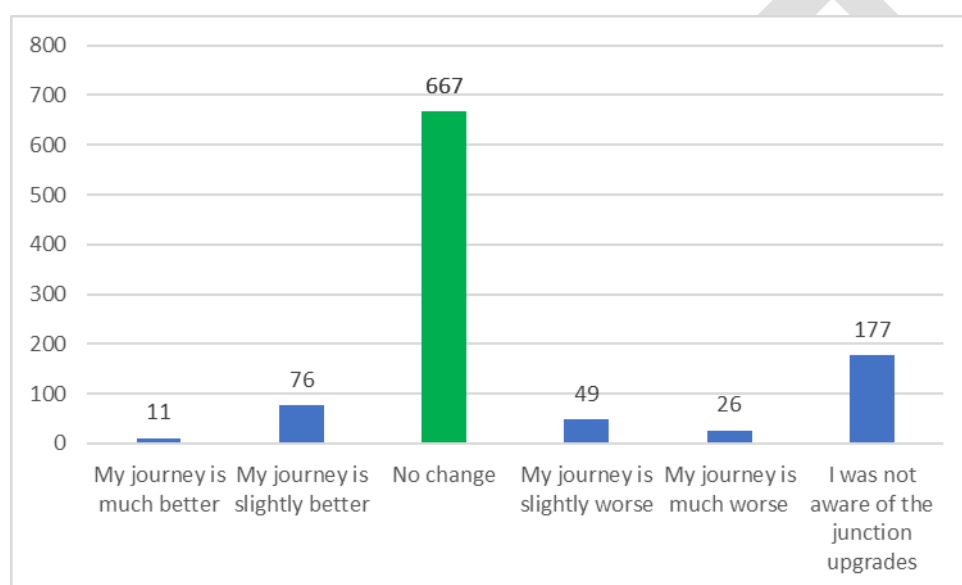
3.3.3 Table 3.12 illustrates that, despite awareness of the signs being very high, a significant majority of drivers' journeys have not been affected, either positively or adversely, by the electronic signage.

3.3.4 Table 3.13 shows drivers' perception of traffic signal upgrades that have taken place along the A61. These upgrades have taken place at three junctions in Chesterfield and have been supplemented by a new system to coordinate traffic signals.

**Table 3.13. Impact of traffic signal upgrades on drivers' journeys**

Outcome	Responses	%
My journey is much better	11	1.1%
My journey is slightly better	76	7.6%
No change	667	66.3%
My journey is slightly worse	49	4.9%
My journey is much worse	26	2.6%
I was not aware of the junction upgrades	177	17.6%
Total	1,006	

**Figure 3.13. Impact of traffic signal upgrades on drivers' journeys**



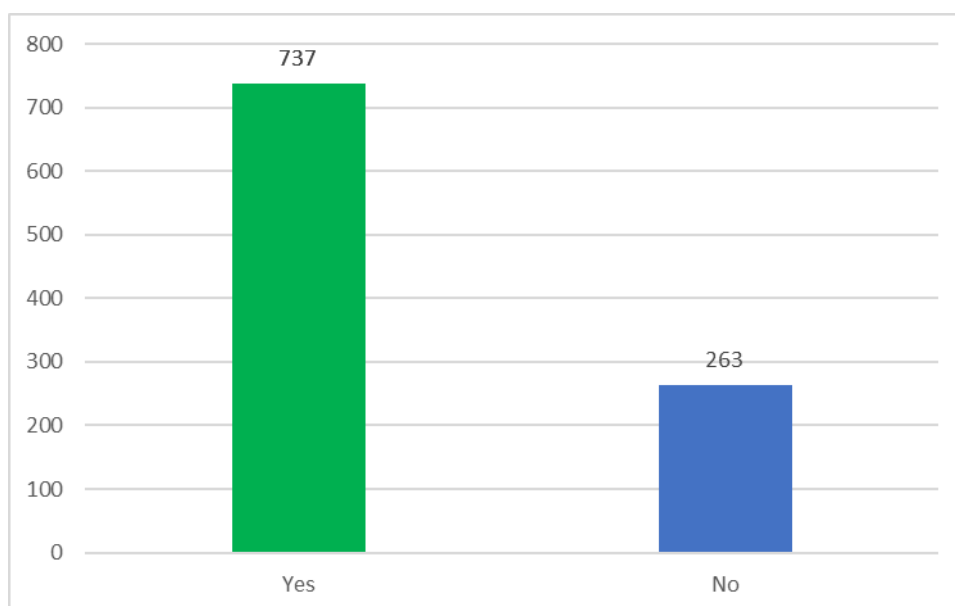
3.3.5 Table 3.13 shows again that the majority of drivers have seen no change in their journeys due to these improvements, with a number also unaware of the scheme. It is acknowledged, however, that the large changes in travel patterns that have occurred since the COVID19 pandemic makes it difficult for drivers to judge changes in journey time in relation to such interventions.

3.3.6 Table 3.14 shows drivers' awareness of improvements at bus stops along the A61. DCC has invested in real time bus information at these locations.

**Table 3.14. Drivers' awareness of bus stop improvements**

Aware?	Responses	%
Yes	737	73.7%
No	263	26.3%
Total	1,000	

**Figure 3.14. Drivers' awareness of bus stop improvements**



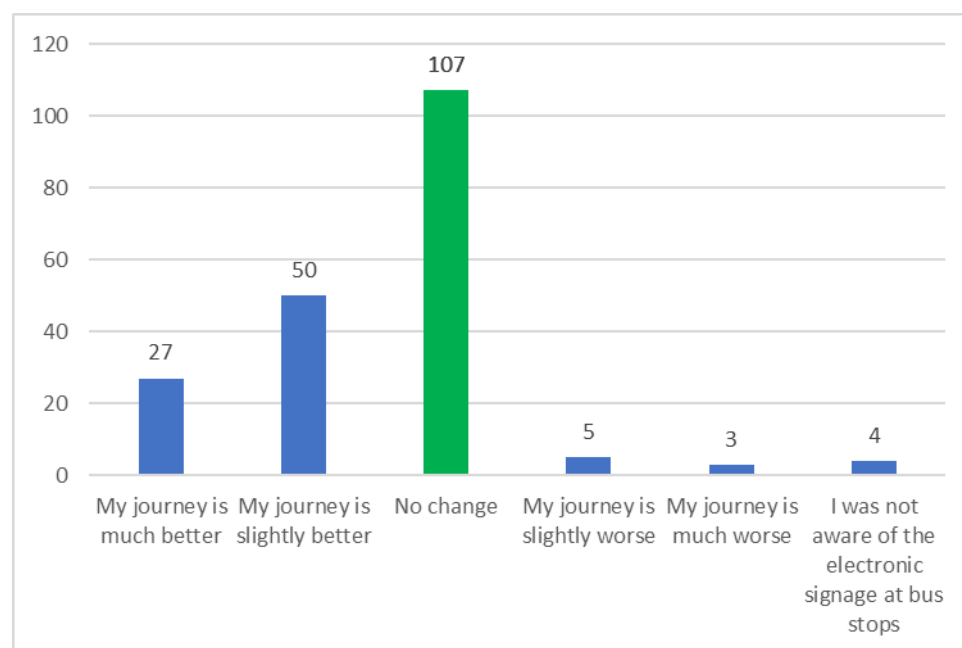
3.3.7 Table 3.15 illustrates bus users' perception of these improvements to bus stops along the A61.

**Table 3.15. Impact of bus stop upgrades on bus users' journeys**

Outcome	Responses	%
My journey is much better	27	13.8%
My journey is slightly better	50	25.5%
No change	107	54.6%
My journey is slightly worse	5	2.6%
My journey is much worse	3	1.5%
I was not aware of the electronic signage at bus stops	4	2.0%
Total	196	



**Figure 3.15. Impact of bus stop upgrades on bus users' journeys**



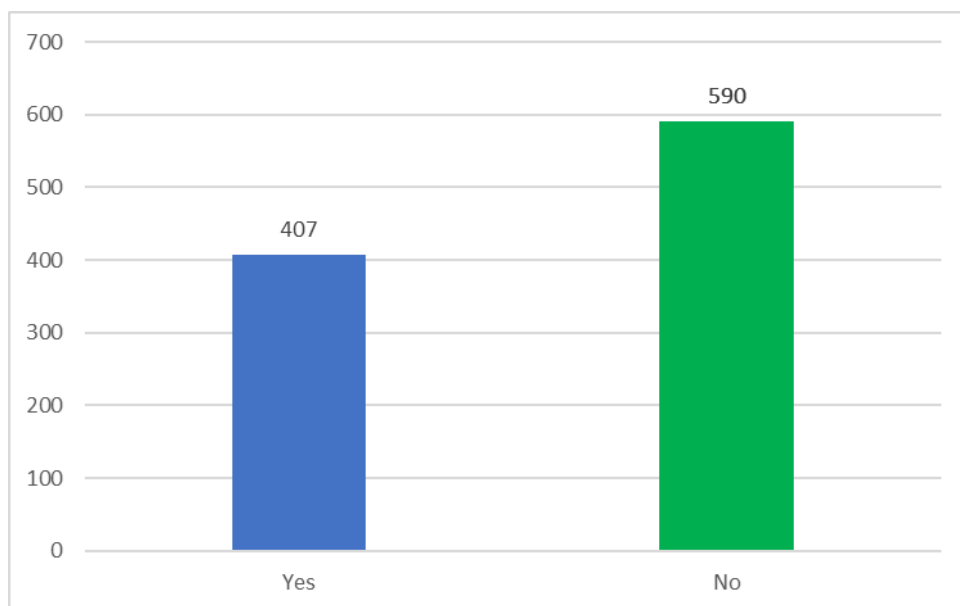
3.3.8 Table 3.15 shows that over half of the bus users who responded to the survey said that these improvements have had no impact on their journey, while around two-fifths said that they had made their journey better to some extent.

3.3.9 Table 3.16 shows drivers' awareness of improvements to pedestrian infrastructure along the A61. These include better facilities at the junction with St Augustine's Road in Chesterfield.

**Table 3.16. Drivers' awareness of pedestrian infrastructure improvements**

Aware?	Responses	%
Yes	407	40.8%
No	590	59.2%
Total	997	

**Figure 3.16. Drivers' awareness of pedestrian infrastructure improvements**

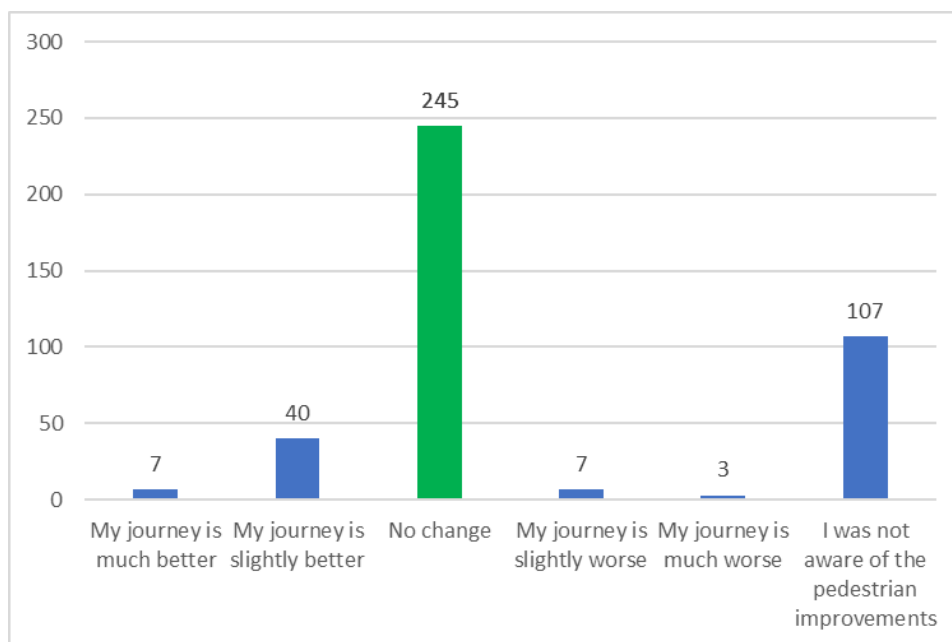


3.3.10 Table 3.17 illustrates pedestrians' perception of these infrastructure improvements along the A61. It is acknowledged that, given the relatively short length of pedestrian trips, the overall numbers benefiting from these improvements are likely to be small (in comparison to the other features described in this section).

**Table 3.17. Impact of pedestrian infrastructure improvements on pedestrians' journeys**

Outcome	Responses	%
My journey is much better	7	1.7%
My journey is slightly better	40	9.8%
No change	245	59.9%
My journey is slightly worse	7	1.7%
My journey is much worse	3	0.7%
I was not aware of the pedestrian improvements	107	26.2%
Total	409	

**Figure 3.17. Impact of pedestrian infrastructure improvements on pedestrians' journeys**

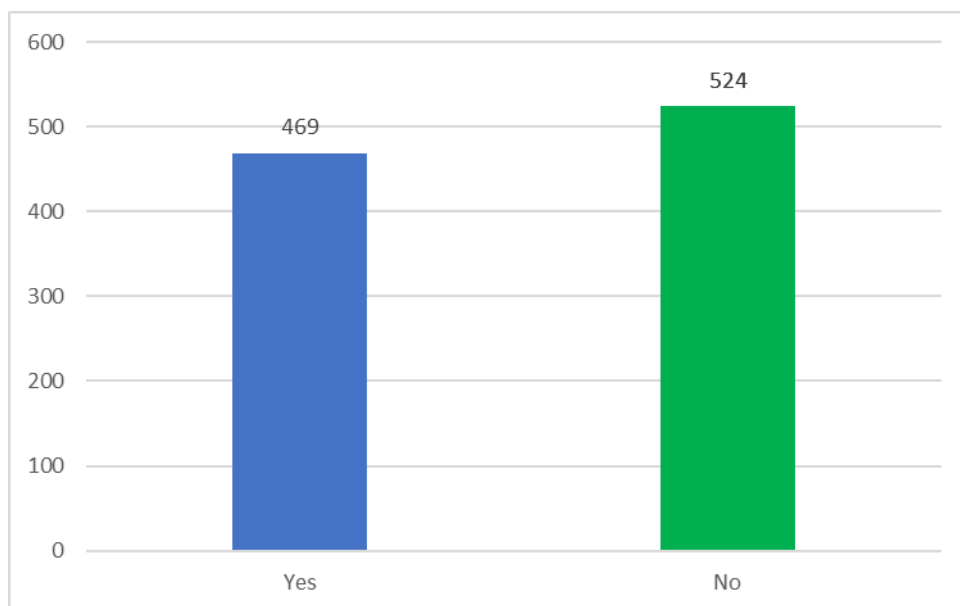


3.3.11 Table 3.18 shows drivers' awareness of cycle routes parallel to the A61. DCC has invested in an off-road route linking Dunston and Hornsbridge, where it connects to the wider cycle network.

**Table 3.18. Drivers' awareness of cycle infrastructure improvements**

Aware?	Responses	%
Yes	469	47.2%
No	524	52.8%
Total	993	

**Figure 3.18. Drivers' awareness of cycle infrastructure improvements**

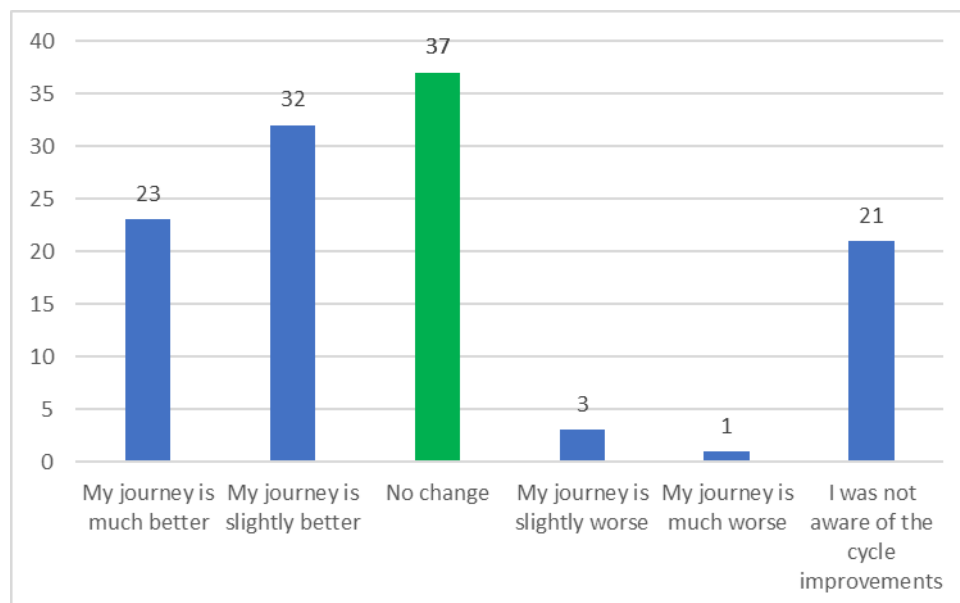


3.3.12 Table 3.19 illustrates cyclists' perceptions of the A61 cycle route.

**Table 3.19. Impact of the A61 Cycle Route on cycle journeys**

Outcome	Responses	%
My journey is much better	23	19.7%
My journey is slightly better	32	27.4%
No change	37	31.6%
My journey is slightly worse	3	2.6%
My journey is much worse	1	0.9%
I was not aware of the pedestrian improvements	21	18.0%
Total	117	

**Figure 3.19. Impact of the A61 Cycle Route on cycle journeys**



3.3.13 Table 3.19 shows that more cycling respondents feel that their journey has been improved by the A61 cycle path than those that see no change or feel it has made their journey worse. Overall awareness of the scheme is high, with 82% of all cyclists and 90% of regular users of this mode aware enough of the scheme to have an opinion on it, despite less than half of drivers knowing of it.

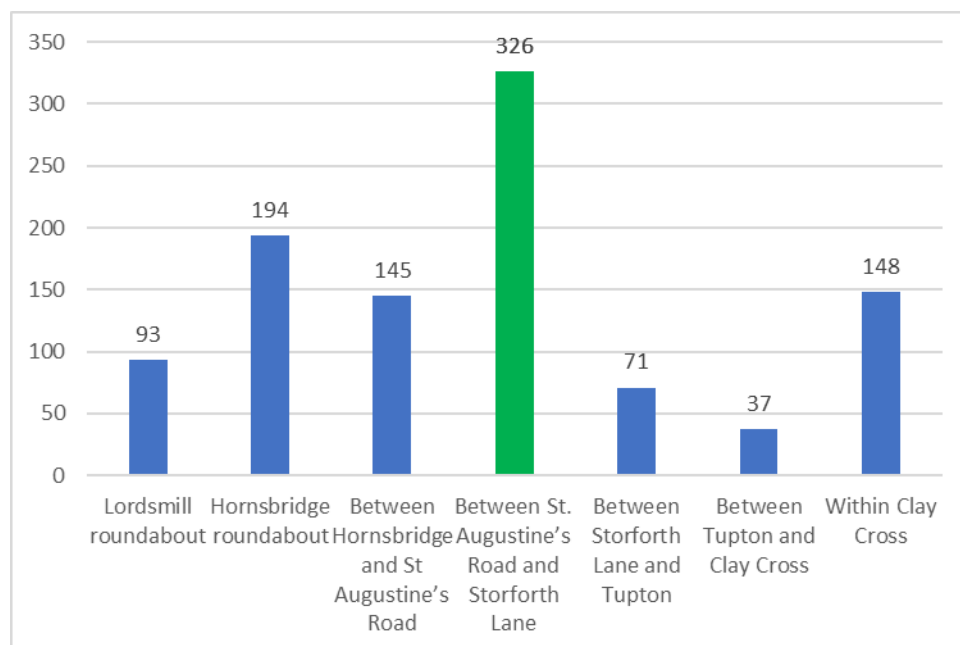
## 3.4 Current Issues

3.4.1 Respondents were asked in which locations they perceive there are particular issues along the A61 Corridor. Table 3.20 illustrates the single location in which drivers or bus passengers perceive the most severe delays. Only one answer was allowed for this question.

**Table 3.20. Single location with the most severe delays, according to drivers & bus passengers**

Location	Responses	%
Lordsmill Roundabout	93	9.2%
Hornsbridge Roundabout	194	19.1%
Between Hornsbridge and St Augustine's Road	145	14.3%
Between St Augustine's Road and Storforth Lane	326	32.2%
Between Storforth Lane and Tupton	71	7.0%
Between Tupton and Clay Cross	37	3.7%
Within Clay Cross	148	14.6%
Total	1,014	

**Figure 3.20. Single location with the most severe delays, according to drivers & bus passengers**

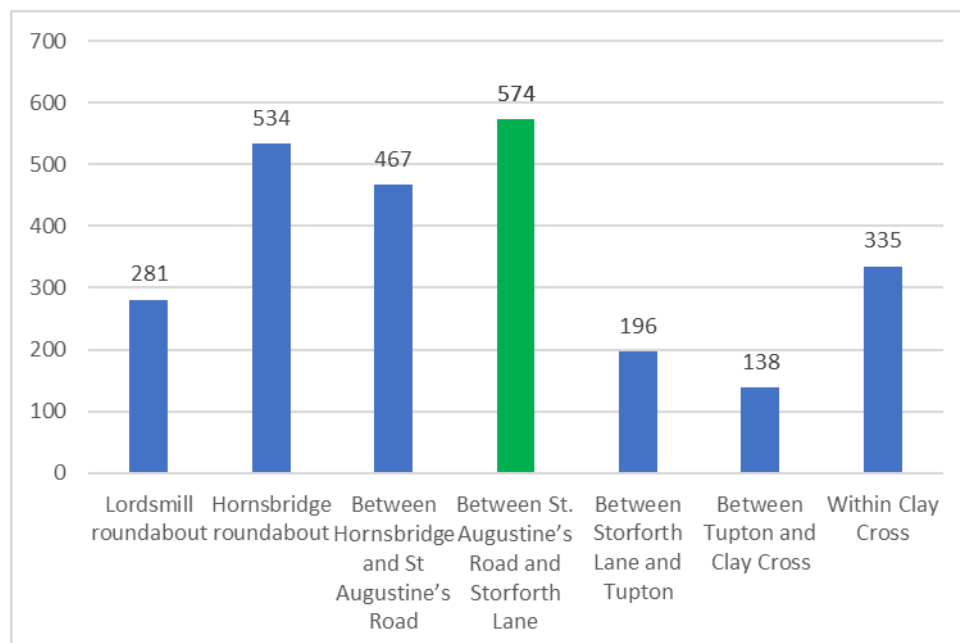


3.4.2 Table 3.21 illustrates all locations in which drivers or bus passengers perceive severe delays along the A61. Multiple answers were allowed in this question.

**Table 3.21. Locations with the most severe delays, according to drivers & bus passengers**

Location	Responses
Lordsmill Roundabout	281
Hornsbridge Roundabout	534
Between Hornsbridge and St Augustine's Road	467
Between St Augustine's Road and Storforth Lane	574
Between Storforth Lane and Tupton	196
Between Tupton and Clay Cross	138
Within Clay Cross	335

**Figure 3.21. Locations with the most severe delays, according to drivers & bus passengers**



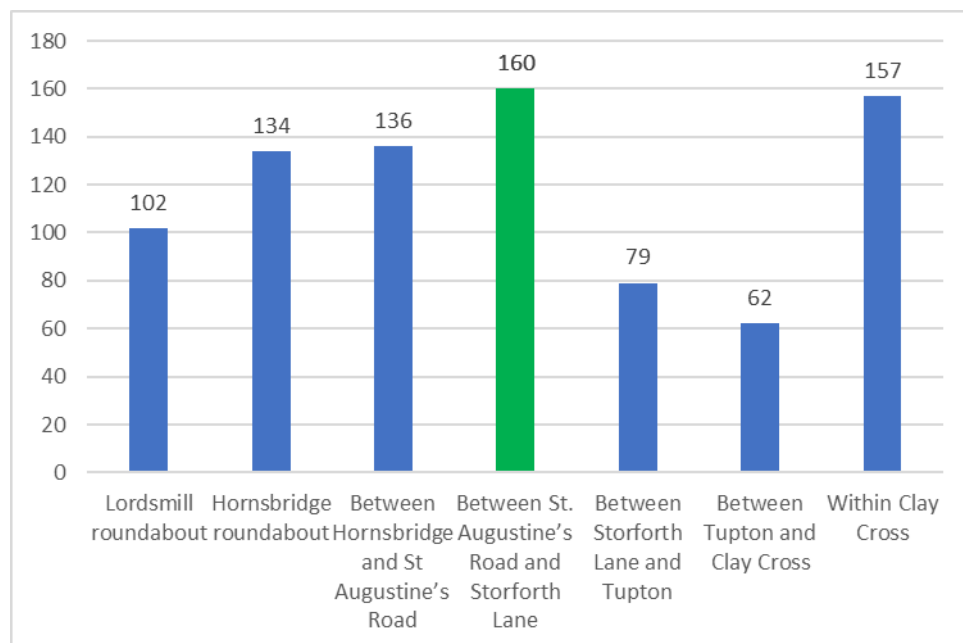
3.4.3 Tables 3.19 & 3.20 illustrate that the section between St Augustine's Road and Storforth Lane appears to be the site of the worst congestion, with two sites immediately to the north (Hornsbridge Roundabout and the A61 between Hornsbridge and St Augustine's Road) following closely behind. Perception of delay in Clay Cross town centre also appears to be a concern according to this data.

3.4.4 Table 3.22 shows the locations in which pedestrians and cyclists have concerns about air quality. Respondents could choose as many locations as they wished for this question.

**Table 3.22. Locations with concerning air quality, according to pedestrians & cyclists**

Location	Responses
Lordsmill Roundabout	102
Hornsbridge Roundabout	134
Between Hornsbridge and St Augustine's Road	136
Between St Augustine's Road and Storforth Lane	160
Between Storforth Lane and Tupton	79
Between Tupton and Clay Cross	62
Within Clay Cross	157

**Figure 3.22. Locations with concerning air quality, according to pedestrians & cyclists**



3.4.5 The results from Table 3.22 largely match those in Table 3.21, with all locations being identified as having an issue with air pollution. The A61 between St Augustine's Road and Storforth Lane is named the most times, with Clay Cross town centre following closely behind.

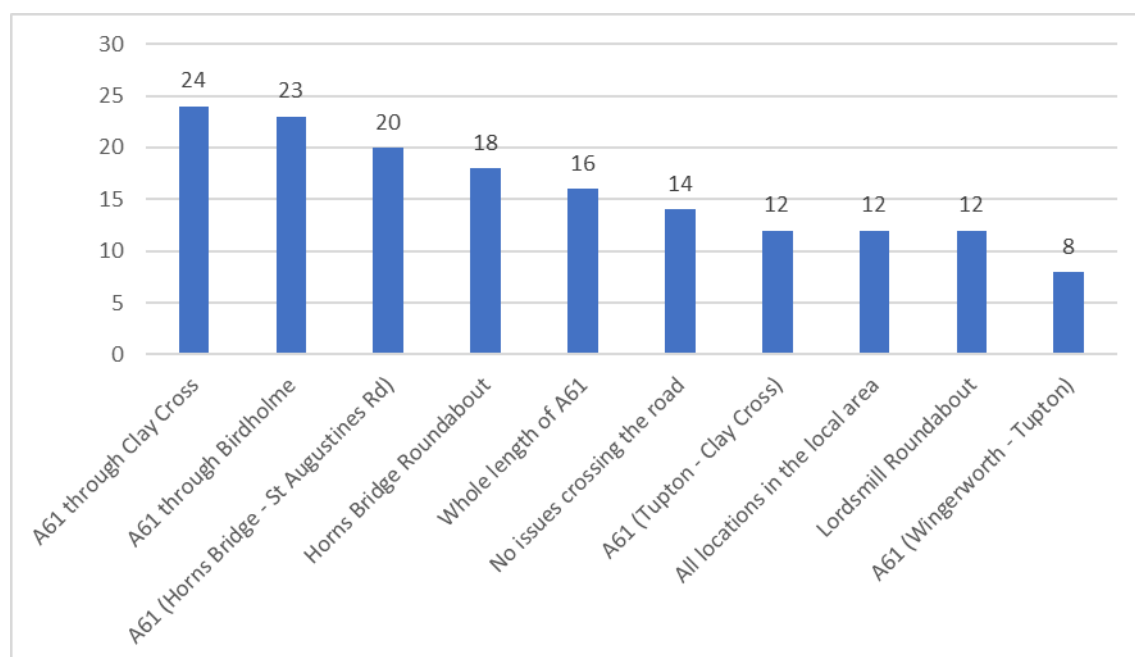
3.4.6 Pedestrians and cyclists were also asked at which locations in and around the A61 corridor they found it most difficult to walk, cycle and/or cross the road. This was a freeform question, meaning the answers given could be as specific or wide-ranging as the respondents wished. Table 3.23 summarises the most popular responses given to this question.

**Table 3.23. Locations where it is difficult to walk, cycle and/or cross the road, according to pedestrians & cyclists**

Location	Responses
A61 through Clay Cross	24
A61 through Birdholme (between St Augustine's Road and Storforth Lane)	23
A61 between Hornsbridge and St Augustine's Road	20
Hornsbridge Roundabout	18
Whole length of A61 (between Clay Cross and Hornsbridge)	16
No issues crossing the road	14
A61 between Tupton and Clay Cross	12
All locations in the local area	12
Lordsmill Roundabout	12
A61 between Wingerworth and Tupton	8



**Figure 3.23. Locations where it is difficult to walk, cycle and/or cross the road, according to pedestrians & cyclists**



## 3.5 Potential for Modal Shift

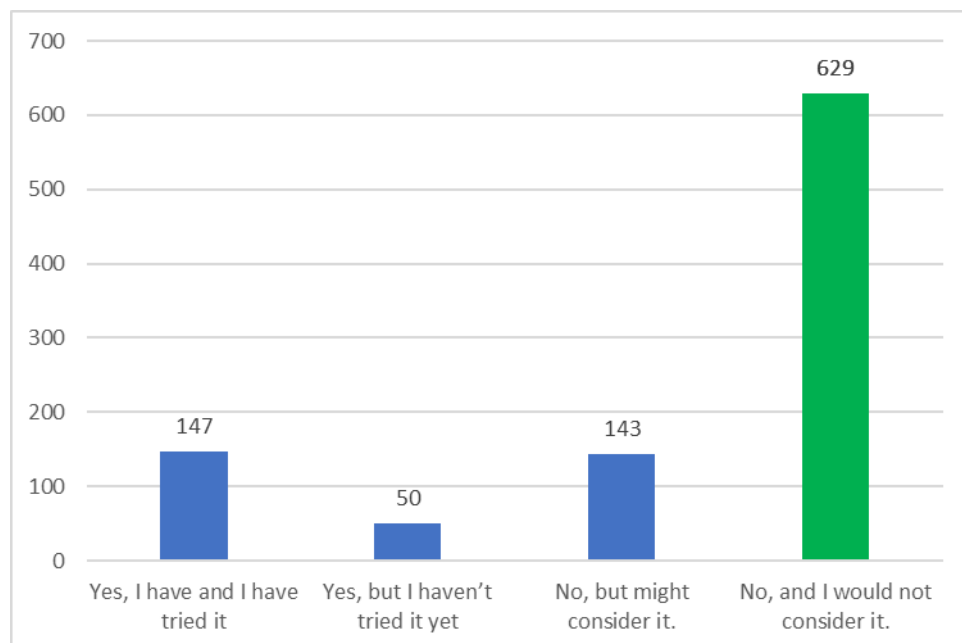
3.5.1 One potential method of reducing car traffic along the A61 is encouraging drivers to instead walk, cycle or use public transport to undertake their journeys. Survey respondents who drive were therefore asked if they had considered switching modes and about any barriers they face in order to walk, cycle or travel by bus.

3.5.2 Table 3.24 shows how many respondents who drive have considered switching to the bus for their trips.

**Table 3.24. Have drivers considered taking the bus for their trips?**

Response	Responses	%
Yes, I have and I have tried it	147	15.2%
Yes, but I haven't tried it yet	50	5.2%
No, but I might consider it	143	14.8%
No, and I would not consider it	629	64.9%
Total	969	

**Figure 3.24. Have drivers considered taking the bus for their trips?**



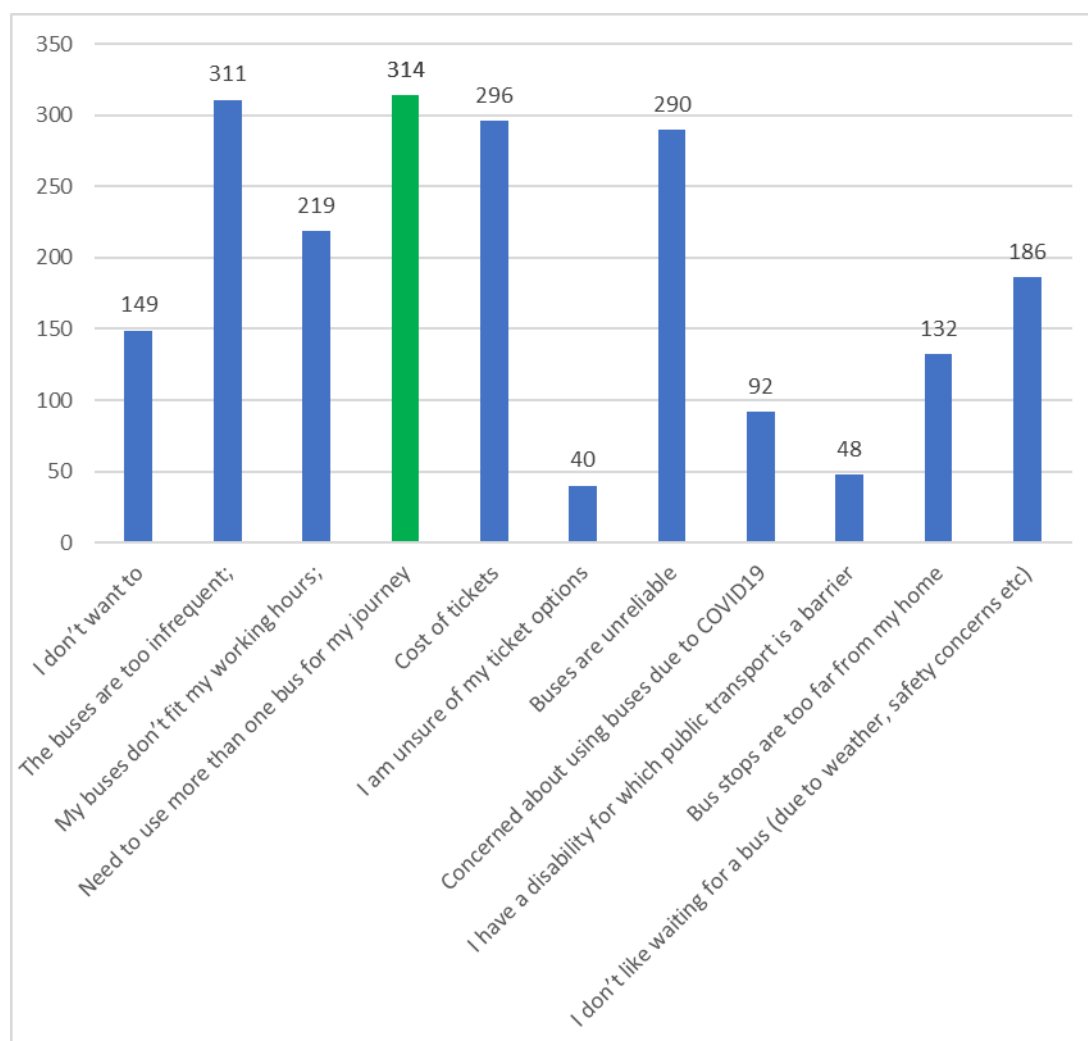
3.5.3 The results from Table 3.24 show that a clear majority of respondents have never taken the bus and are not considering it. Only 20% of the 969 respondents to this question have either taken the bus or have previously considered taking it.

3.5.4 Table 3.25 shows the reasons drivers have for not using the bus for their journeys. Respondents could select as many answers as they wished for this question.

**Table 3.25. Factors which have stopped drivers from taking a bus for their journeys**

Reason	Responses
I don't want to	149
The buses are too infrequent	311
My buses don't fit into working hours	219
Need to use more than one bus for my journey	314
Cost of tickets	296
I am unsure of my ticket options	40
Buses are unreliable	290
Concerned about using buses due to COVID-19	92
I have a disability for which public transport is a barrier	48
Bus stops are too far from my home	132
I don't like waiting for a bus (due to weather, safety concerns etc.)	186

**Figure 3.25. Factors which have stopped drivers from taking a bus for their journeys**

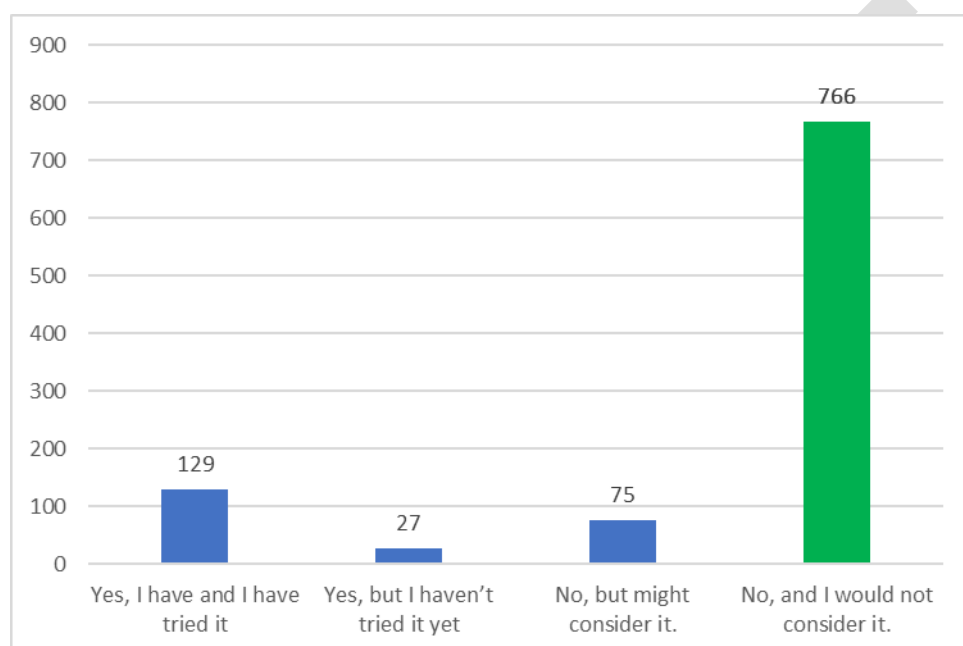


- 3.5.5 There are four factors which Table 3.25 show are key to drivers not using the bus – the need to use more than one bus for their journey, infrequent services, cost of tickets and unreliability.
- 3.5.6 A freeform “other” box was supplied below the question outlined in Table 3.25. Of the 229 “other” responses, the most popular reason supplied was inability to use the bus for the respondents’ job (if, for example, they make deliveries or carry heavy tools), stated 54 times, while 43 respondents said that the routing of buses was inconvenient and 28 said they were dissuaded by a lack of journey time savings.
- 3.5.7 Similar questions to those illustrated in Tables 3.24 & 3.25 were asked to car driving respondents in relation to walking. The results of these questions are shown in Tables 3.26 & 3.27.

**Table 3.26. Have drivers considered walking for their trips?**

Response	Responses	%
Yes, I have and I have tried it	129	12.9%
Yes, but I haven't tried it yet	27	2.7%
No, but I might consider it	75	7.5%
No, and I would not consider it	766	76.8%
Total	997	

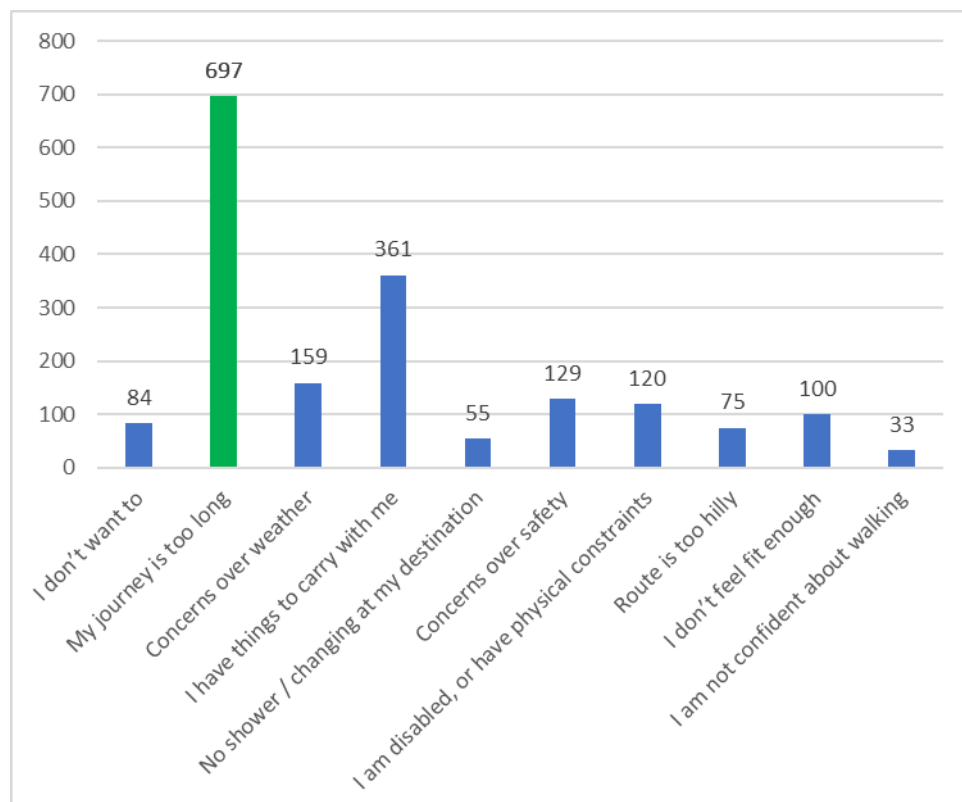
**Figure 3.26. Have drivers considered walking for their trips?**



**Table 3.27. Factors which have stopped drivers walking for their journeys**

Reason	Responses
I don't want to	84
My journey is too long	697
Concerns over weather	159
I have things to carry with me	361
No shower / changing at my destination	55
Concerns over safety	129
I am disabled, or have physical constraints	120
Route is too hilly	75
I don't feel fit enough	100
I am not confident about walking	33

**Figure 3.27. Factors which have stopped drivers walking for their journeys**



3.5.8 Table 3.26 illustrates that a large majority of drivers (almost 77% surveyed) would not consider walking for their journeys, with only 13% having tried doing a journey they would normally do by car by foot instead.

3.5.9 Table 3.27 shows that length of journey is by far the biggest factor which prevents drivers shifting to walking for their trips. Having to carry items was also a commonly raised issue, with weather also being cited by over 150 drivers as something that prevents them travelling by foot.

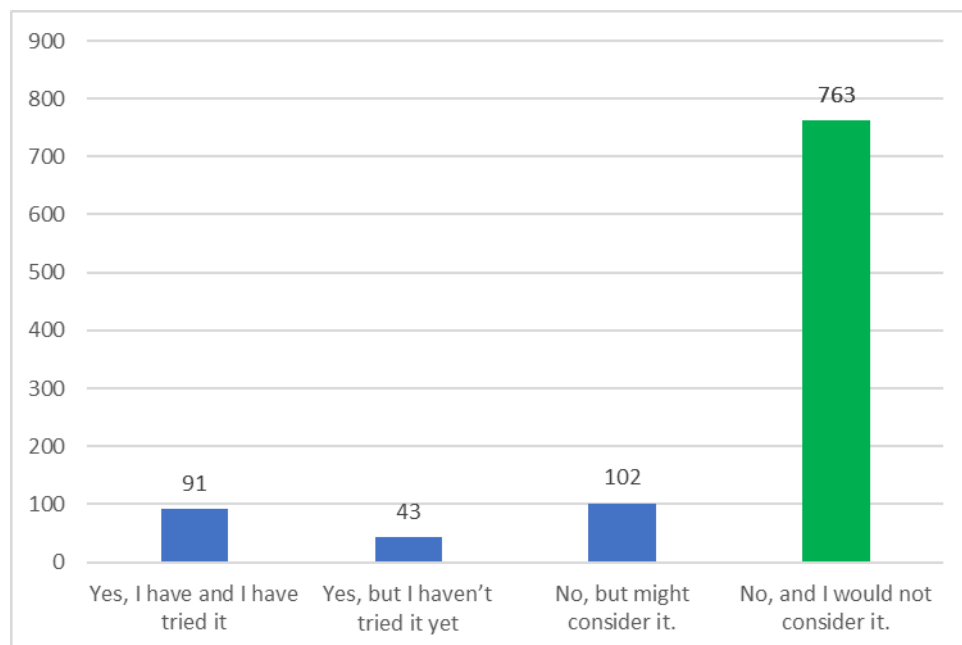
3.5.10 An “other” box was also supplied to complement the data in Table 3.27. Of these, 97 “other” responses were recorded, and once those that listed factors already supplied in the question were excluded, pollution (18 responses) and an inability to walk as part of the respondents’ job (17 responses) were the most popular factors supplied.

3.5.11 Similar questions to those illustrated in tables 3.23-3.26 were asked to car driving respondents in relation to cycling. The results of these questions are shown in Tables 3.27 & 3.28.

**Table 3.28. Have drivers considered cycling for their trips?**

Response	Responses	%
Yes, I have and I have tried it	91	9.1%
Yes, but I haven't tried it yet	43	4.3%
No, but I might consider it	102	10.2%
No, and I would not consider it	763	76.4%
Total	999	

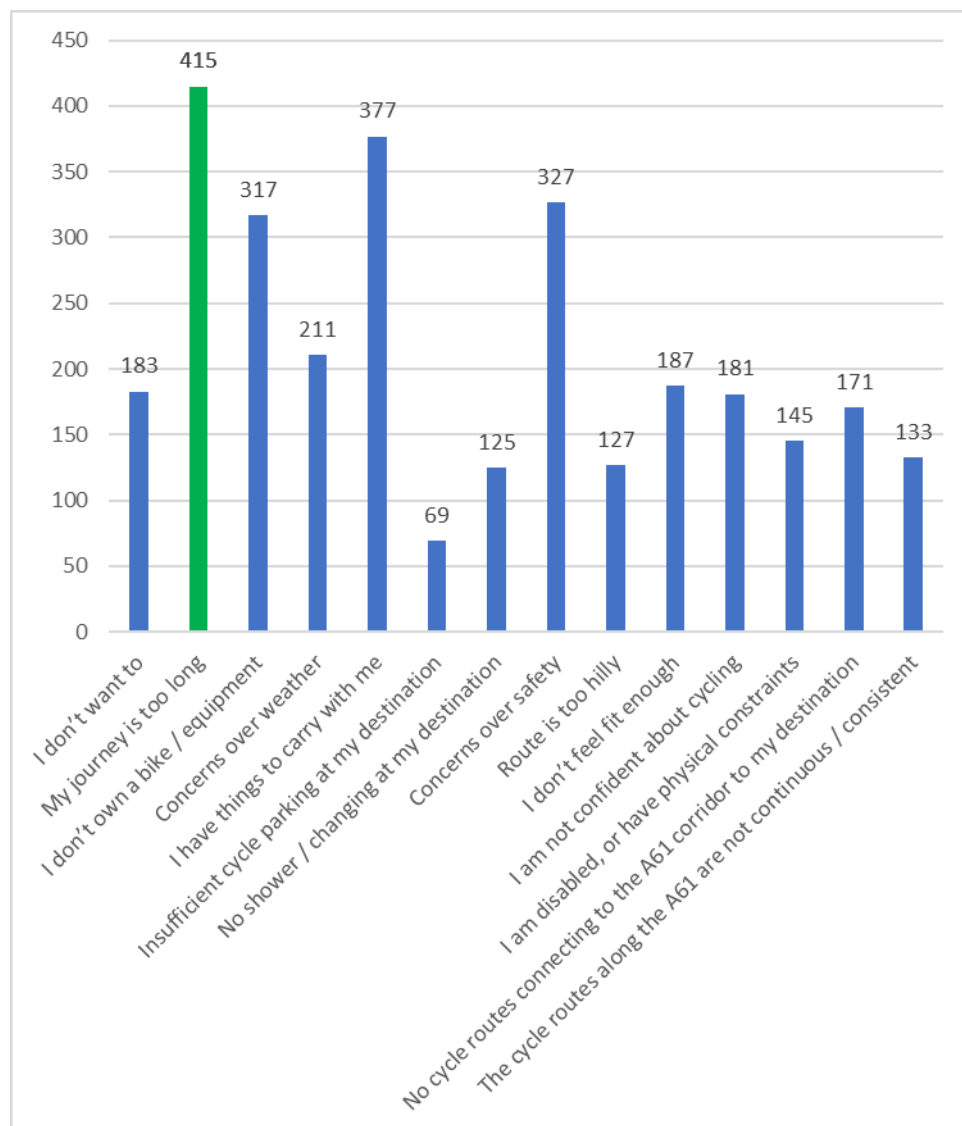
**Figure 3.28. Have drivers considered cycling for their trips?**



**Table 3.29. Factors which have stopped drivers cycling for their journeys**

Reason	Responses
I don't want to	183
My journey is too long	415
I don't own a bike / equipment	317
Concerns over weather	211
I have things to carry with me	377
Insufficient cycle parking at my destination	69
No shower / changing facilities at my destination	125
Concerns over safety	327
Route is too hilly	127
I don't feel fit enough	187
I am not confident about cycling	181
I am disabled, or have physical constraints	145
No cycle routes connecting to the A61 corridor to my destination	171
The cycle routes along the A61 are not continuous / consistent	133

**Figure 3.29. Factors which have stopped drivers cycling for their journeys**



- 3.5.12 The proportion of respondents who said they would not consider cycling (76%) was very similar to those who said they wouldn't consider walking in Table 3.26. Only 9% of drivers who answered this question had previously tried cycling along the A61.
- 3.5.13 Similar to the findings of Table 3.27, length of journey was the most commonly cited factor in Table 3.29 for reasons why respondents don't cycle along the A61. Having to carry items, concerns over safety, and a lack of access to cycle equipment were also named over 300 times each by participants.
- 3.5.14 When the results illustrated in Tables 3.24, 3.26 & 3.28 are considered alongside each other, it shows that the support for modal shift is actually greater than it initially appears in the individual questions. 338 of the 1,006 respondents who answered any of these questions said "yes" at least once, meaning over a third of drivers (34%) have either already explored or attempted to explore modal shift. Of these 338 drivers, only 31 (9%) said "yes" to all three modes, showing that all three modes have been considered individually by drivers to some extent (with 220 drivers saying "yes" to only one of the alternative mode choices and rejecting the others).

## 3.6 Future Improvements

3.6.1 A number of infrastructure improvements, both large and small, have been proposed for the A61 corridor, and respondents were asked for their opinions on which schemes, if any, should be progressed by DCC.

3.6.2 **Major Schemes:** Five potential infrastructure schemes were initially presented to respondents in order to gauge whether they felt each option was worth investigating further. The options were as follows:

- Hornsbridge Roundabout improvements;
- Lordsmill Roundabout signalisation;
- A61 – A617 Link Road;
- Clay Cross Relief Road; and
- Clay Cross Railway Station.

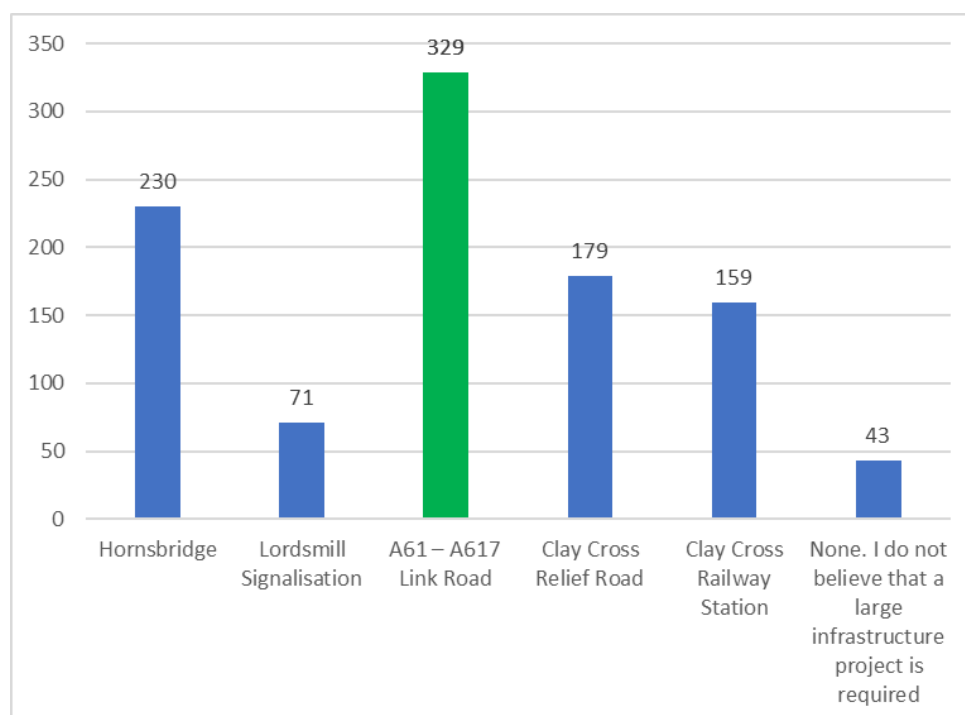
3.6.3 Table 3.30 sets out which scheme respondents would take forward if they were only able to select one. The option to select “none” was also supplied.

**Table 3.30. Which one scheme is worth investigating further?**

Scheme	Responses	%
Hornsbridge Roundabout improvements	230	22.8%
Lordsmill Roundabout signalisation	71	7.0%
A61 – A617 Link Road	329	32.5%
Clay Cross Relief Road	179	17.7%
Clay Cross Railway Station	159	15.7%
None. I do not believe that a large infrastructure project is required	43	4.3%
Total	1,011	



**Figure 3.30. Which one scheme is worth investigating further?**

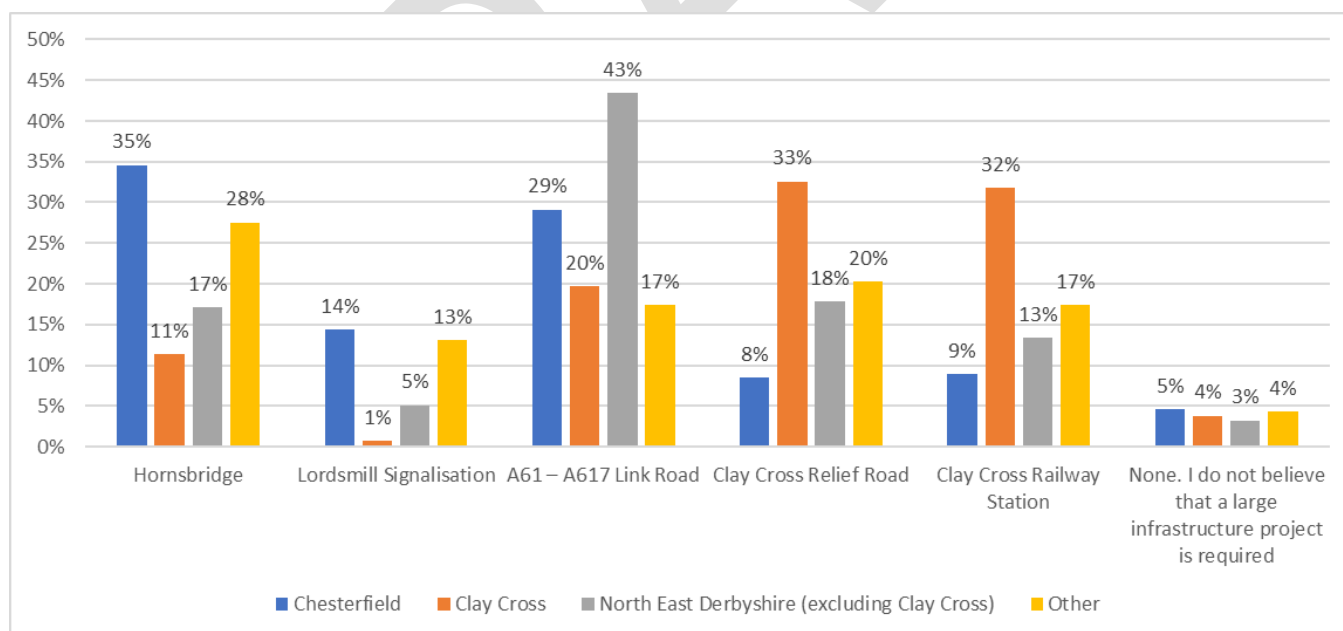


- 3.6.4 The most popular scheme set out in Table 3.30 is the A61-A617 Link Road, with a third of respondents stating they felt that it was worth investigating further. There were also interest in looking into improvements to Hornsbridge Roundabout, a new Clay Cross Relief Road, and a new railway station for Clay Cross.
- 3.6.5 An “other” option was provided for the question set out in Table 3.30, with 75 comments and suggestions provided in it. Once duplicate answers from the question were removed, the most popular suggestion provided was improvements to St Augustine’s Road in Chesterfield, with 12 respondents commenting on how they feel that a temporary one-way system put in place for sewer repair works in 2022 on this street has improved traffic flow on the A61 and should be made permanent.
- 3.6.6 Later in the survey, respondents were asked to provide their home postcode. This allowed a spatial picture of the responses outlined in Table 3.30 to be created, which is illustrated in Table 3.31 below. Respondents who did not provide a full or valid postcode were excluded from this analysis.

**Table 3.31. Which one scheme is worth investigating further? Split by location.**

Scheme	Chesterfield	%	Clay Cross	%	North East Derbyshire (excl. Clay Cross)	%	Other	%
Hornsbridge Roundabout improvements	82	34.6%	15	11.4%	74	17.1%	19	27.5%
Lordsmill Roundabout signalisation	34	14.4%	1	0.8%	22	5.1%	9	13.0%
A61 – A617 Link Road	69	29.1%	26	19.7%	188	43.4%	12	17.4%
Clay Cross Relief Road	20	8.4%	43	32.6%	77	17.8%	14	20.3%
Clay Cross Railway Station	21	8.9%	42	31.8%	58	13.4%	12	17.4%
None. I do not believe that a large infrastructure project is required	11	4.6%	5	3.8%	14	3.2%	3	4.4%
Total	237		132		433		69	

**Figure 3.31. Which one scheme is worth investigating further? Split by location.**



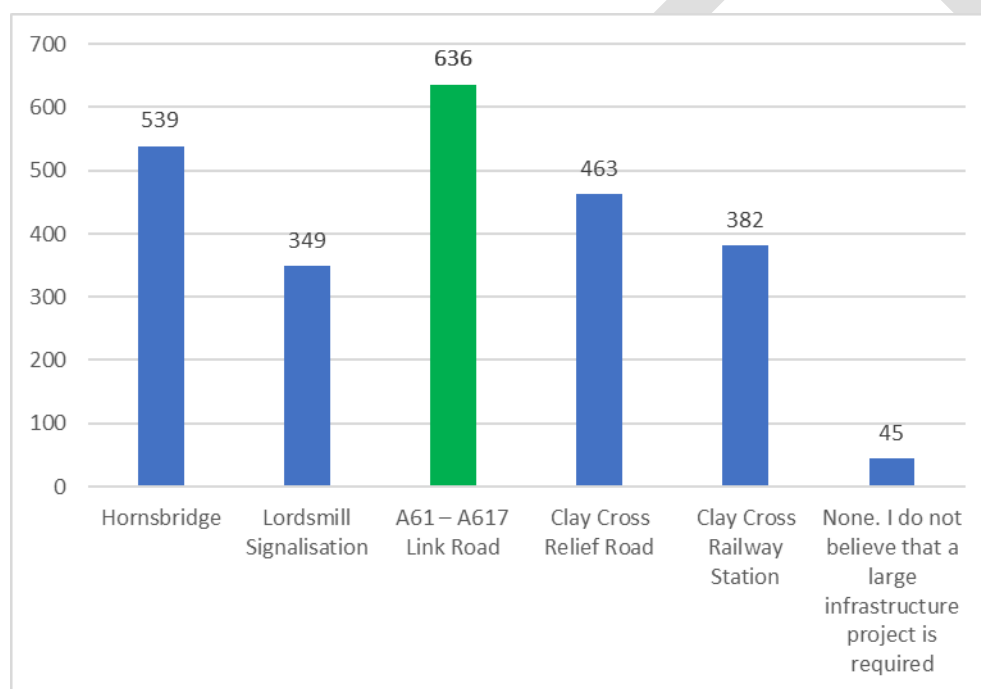
3.6.7 Table 3.31 shows that much of the support for the A61 – A617 Link Road is driven by residents of North East Derbyshire, although the scheme is also the second most popular in Chesterfield. As expected, Chesterfield-based schemes have strong support in Chesterfield itself and limited interest from Clay Cross, and vice versa, with the exception of Lordsmill Roundabout which appears to have a limited amount of support overall.

3.6.8 Table 3.32 sets out which schemes respondents would take forward if they could pick any number. The option to select “none” was also supplied.

**Table 3.32. Which schemes are worth investigating further?**

Scheme	Responses
Hornsbridge Roundabout improvements	539
Lordsmill Roundabout signalisation	349
A61 – A617 Link Road	636
Clay Cross Relief Road	463
Clay Cross Railway Station	382
None. I do not believe that a large infrastructure project is required	45

**Figure 3.32. Which schemes are worth investigating further?**



3.6.9 The pattern of results in Table 3.32 are similar to those in Table 3.30, although every scheme now has much more support than in the previous question.

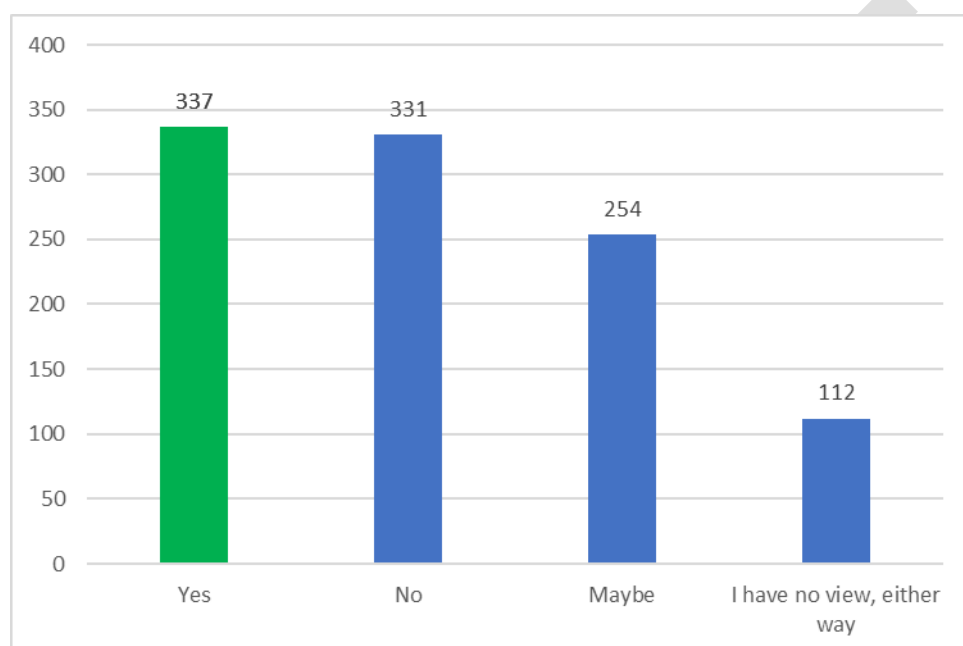
3.6.10 An “other” box was once again supplied for this question, which garnered 85 responses. Unlike in paragraph 3.7.5, the most popular answer was improvements to cycle infrastructure, which was suggested 17 times. Improvements to St Augustine’s Road were only cited 10 times in this question, which is the same number of responses that supported improvements to public transport infrastructure.

3.6.11 **Smaller Schemes:** A smaller proposal presented to the public was to close minor side roads along the A61 in Chesterfield, between the junctions with St Augustine’s Road and Storforth Lane. Respondents were asked whether they would be in favour of such a scheme, with the results illustrated in Table 3.33.

**Table 3.33. Would respondents be in favour of closing side roads?**

Response	Responses	%
Yes	337	32.6%
No	331	32.0%
Maybe	254	24.6%
I have no view, either way	112	10.8%
Total	1,034	

**Figure 3.33. Would respondents be in favour of closing side roads?**



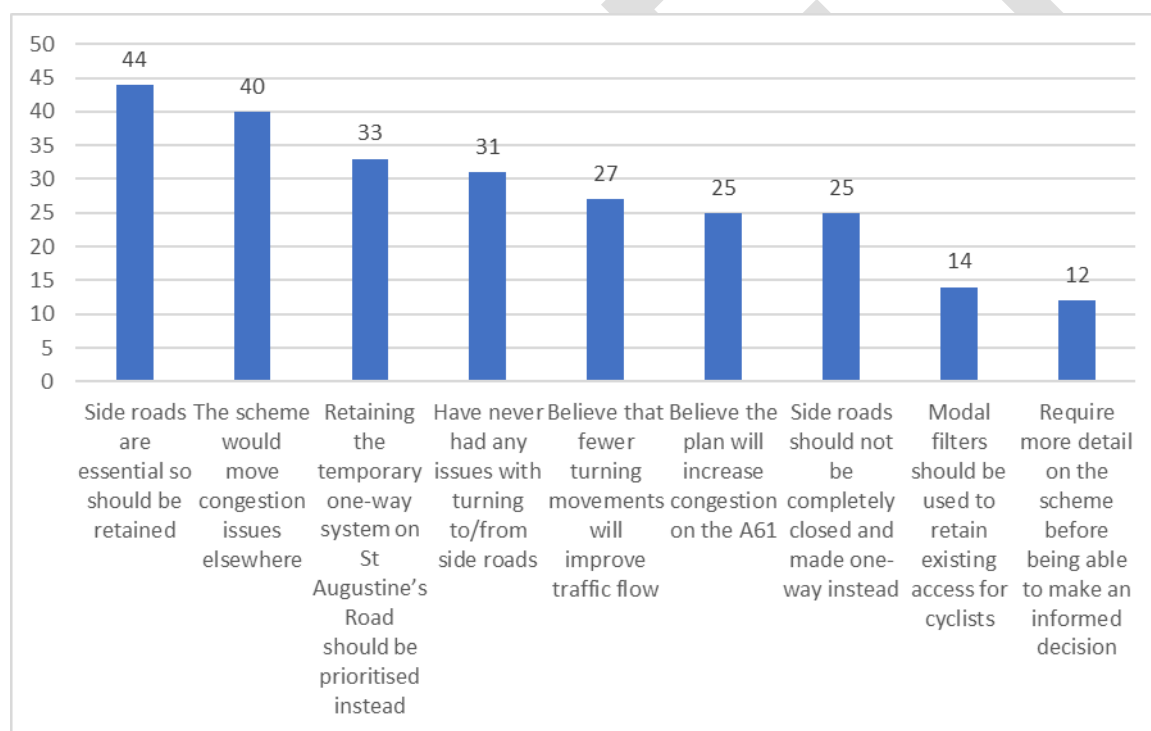
3.6.12 Table 3.33 shows that the amount of support, opposition and indifferent to the scheme is approximately equal. Only 6 more respondents supported the scheme than opposing it out of 1,034 responses, while 35% – just over a third – either said they “maybe” supported it or had no view on the idea.

3.6.13 Respondents were asked if they had any other comments under the question in Table 3.33, and 236 responses were received. Table 3.34 illustrates some of the key themes raised.

**Table 3.34. Comments surrounding side road closure**

Reason	Responses
Side roads are essential so should be retained	44
The scheme would move congestion issues elsewhere	40
Retaining the temporary one-way system on St Augustine's Road should be prioritised instead	33
Have never had any issues with turning to/from side roads	31
Believe that fewer turning movements will improve traffic flow	27
Believe the plan will increase congestion on the A61	25
Side roads should not be completely closed and made one-way instead	25
Modal filters should be used to retain existing access for cyclists	14
Require more detail on the scheme before being able to make an informed decision	12

**Figure 3.34. Comments surrounding side road closure**



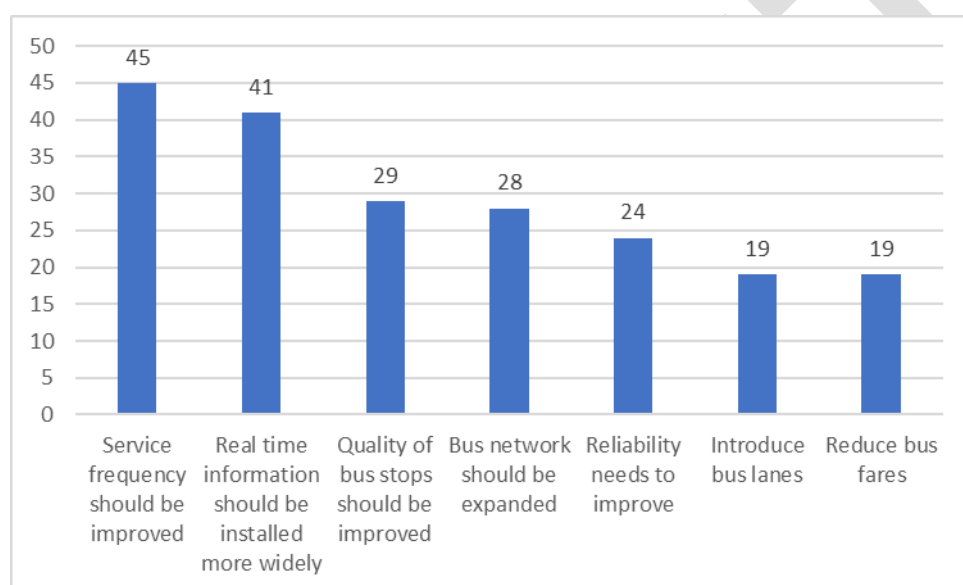
3.6.14 Despite the number of responses in Table 3.33 being almost equal in terms of support for and opposition to the scheme, the majority of comments in Table 3.34 concern the potential drawbacks of side road closures.

3.6.15 **Mode Specific Improvements:** Following the question concerning the impact of bus stop upgrades (Table 3.15), respondents were asked if they had any other comments on how the bus infrastructure along the A61 could be improved. The most common responses are summarised in Table 3.35.

**Table 3.35. Most common comments surrounding bus infrastructure improvements**

Comment	Responses
Service frequency should be improved	45
Real time information should be installed more widely	41
Quality of bus stops should be improved	29
Bus network should be expanded	28
Reliability needs to improve	24
Introduce bus lanes	19
Reduce bus fares	19

**Figure 3.35. Most common comments surrounding bus infrastructure improvements**

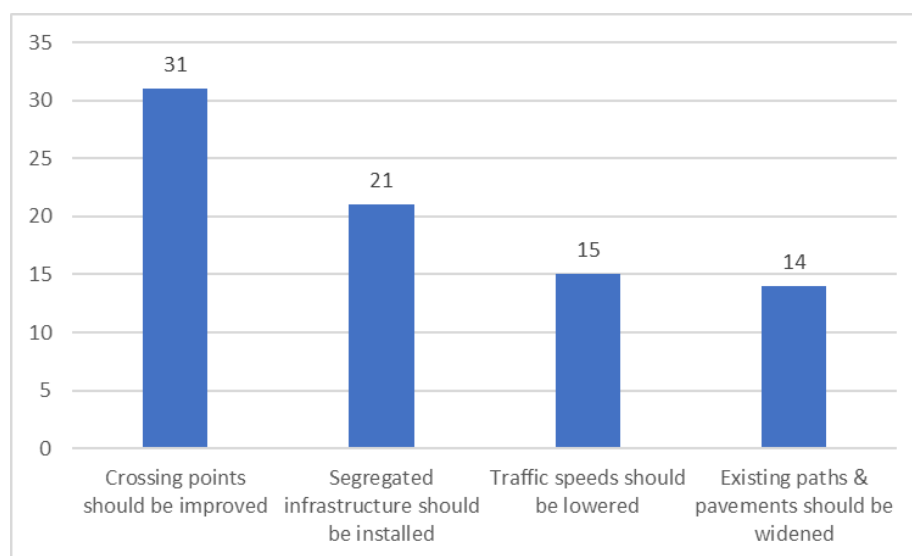


3.6.16 Following the question concerning the impact of pedestrian infrastructure upgrades (Table 3.17), respondents were asked if they had any other comments on how the pedestrian infrastructure along the A61 could be further improved. The most common responses are summarised in Table 3.36.

**Table 3.36. Most common comments surrounding pedestrian infrastructure improvements**

Comment	Responses
Crossing points should be improved	31
Segregated infrastructure should be installed	21
Traffic speeds should be lowered	15
Existing paths & pavements should be widened	14

**Figure 3.36. Most common comments surrounding pedestrian infrastructure improvements**

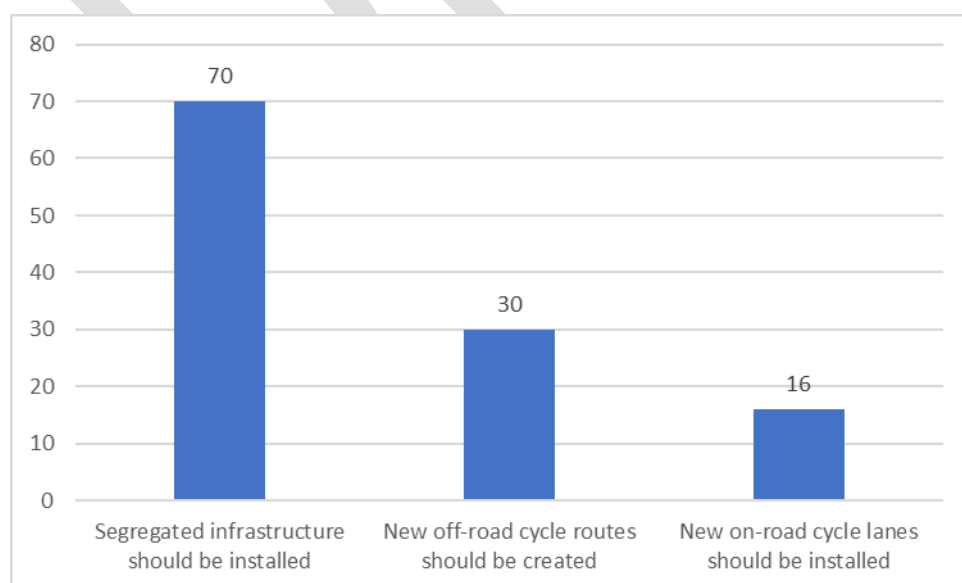


3.6.17 Following the question concerning the impact of the A61 cycle route (Table 3.19), respondents were asked if they had any other comments on how the cycle infrastructure along the A61 could be further improved. The most common responses are summarised in Table 3.37.

**Table 3.37. Most common comments surrounding cycle infrastructure improvements**

Comment	Responses
Segregated infrastructure should be installed	70
New off-road cycle routes should be created	30
New on-road cycle lanes should be installed	16

**Figure 3.37. Most common comments surrounding cycle infrastructure improvements**



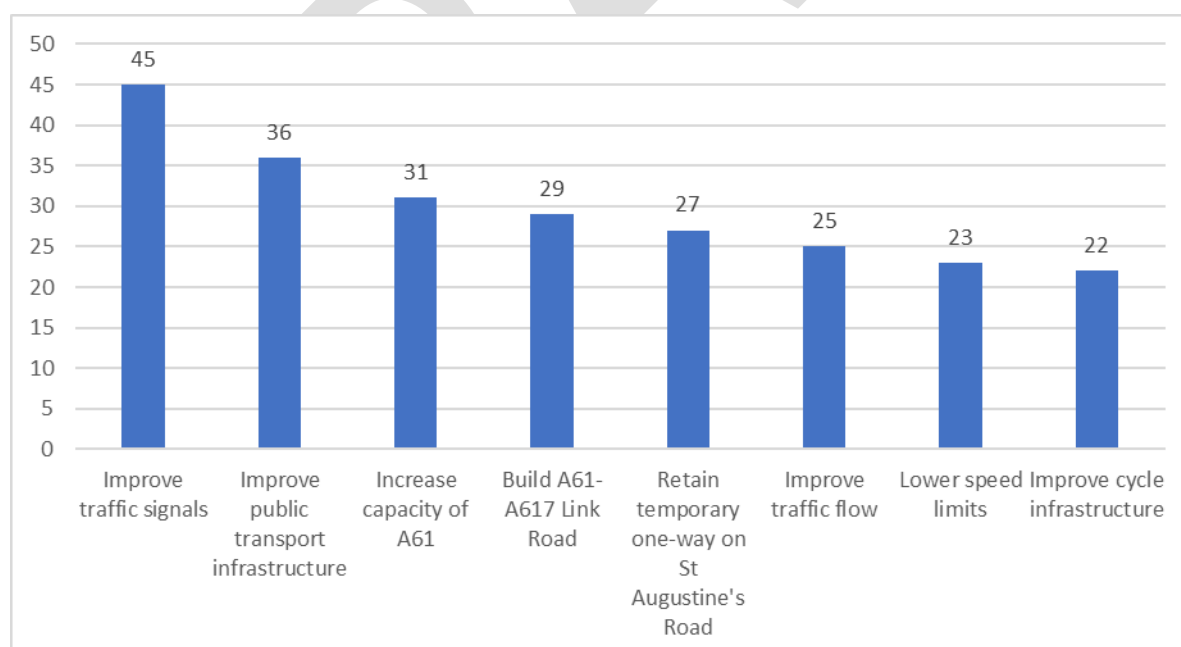
3.6.18 Out of the 188 responses, calls to install segregated cycle infrastructure were the most common, with 70 respondents stating that this should be a priority. The only other topics to receive any substantial support were the creation of new off-road cycle routes and more cycle lanes.

3.6.19 **General Comments:** Following the above questions concerning mode-specific infrastructure improvements, respondents were asked if they had any other comments on how the road highway infrastructure along the A61 could be improved. The most popular responses to this are summarised in Table 3.38.

**Table 3.38. Most common comments surrounding road highway infrastructure improvements**

Comment	Responses
Improve traffic signals	45
Improve public transport infrastructure	36
Increase capacity of A61	31
Build A61-A617 Link Road	29
Retain temporary one-way on St Augustine's Road	27
Improve traffic flow	25
Lower speed limits	23
Improve cycle infrastructure	22

**Figure 3.38. Most common comments surrounding road highway infrastructure improvements**



3.6.20 A large number of topics (41 in total) were raised by the 332 respondents to this question, with improving the traffic signals proving the most popular. Many of the responses calling for this cited what they felt to be poor sequencing of lights at the Storforth Lane junction, while others called for more traffic lights at un-signalled junctions or pedestrian crossing points. Calls to improve public transport infrastructure and increase the capacity of the A61 also featured highly on this list.

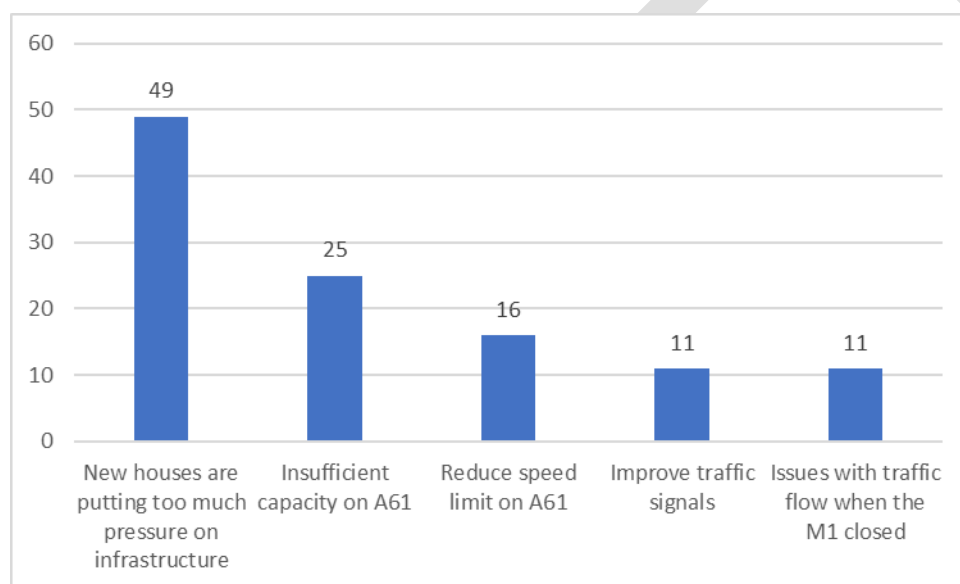


3.6.21 Finally, respondents were asked if they had any further comments about transport along the A61 corridor which hadn't already been covered in the survey. The most popular topics are summarised in Table 3.39.

**Table 3.39. Most common comments about transport along the A61 corridor.**

Comment	Responses
New houses are putting too much pressure on infrastructure	49
Insufficient capacity on A61	25
Reduce speed limit on A61	16
Improve traffic signals	11
Issues with traffic flow when the M1 is closed	11

**Figure 3.39. Most common comments about transport along the A61 corridor.**



3.6.22 The most popular topic in Table 3.39, and something that was raised by respondents throughout the survey, is that pressure is being put on the A61 and surrounding roads by new housing, with 49 respondents feeling this has gone too far. Other popular topics concern the capacity of the A61, which 25 respondents think is insufficient, the speed limit, which 16 respondents feel is too high, and issues with traffic signal timings (as in Table 3.38) and traffic using the A61 as a diversion route when the M1 is closed, both of which were identified by 11 respondents.

## 4 Summary and Conclusions

- 4.1.1 The data in Section 3 shows that there is high demand for solutions to fix the issues on the A61, and numerous potential solutions that garner support.
- 4.1.2 The A61-A617 Link Road has the greatest support of all the road infrastructure solutions, while improvements in bus frequency and segregation between vehicle traffic and active modes also are backed. Support for the proposed closure of side roads was inconclusive, however, with an almost equal amount of support and opposition expressed by respondents.

DRAFT

